

Pris

VOYAGES AND TRAVELS

O F A

SEA OFFICER.

Sit Modus iusto Maris, Viarum,
Militiæque.

HORACE.

Francis V. Verin

D U B L I N :

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D E D I C A T I O N

T O M Y

C O U N T R Y.



AS I have at an early period of my life ventured forth in your service, it may appear extraordinary that a sailor should turn author, and intrude on your patience a narrative of my excursions. Yet hoping to avoid your censure, I have no other excuse but the plea of its being an amphibious production: neither boasting of the merits of novelty, or for being remarkably singular in any circumstance of my peregrinations. But by exhibiting the small service I had the honor of being present at, may confirm the opinion, that (having also passed the examination for lieutenant of the navy,) I am entitled to my present recompence ..

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pence of midshipman's half pay, viz. *Nothing per day and to find myself*: which a modern author on this subject, styles, "a provision perfectly genteel, by being perfectly unlimited." And though I cannot boast of possessing the consequence of Diogenes, I can, however, assure the world, my Tub yet remains; from whence, I am ready to issue forth, whenever my country or conscience shall demand my service: hoping thereby to support that motto which should be cherished by every freeman.

Pro Rege sæpe, --- pro Patria semper

FRANCIS V. VERNON.



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II.

*and hoping for
present political
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ted in then
IF your object in surveying this small tract is, to examine the numerous faults or fictional beauties it contains, it is best to discontinue your pursuit. As my pen cannot deviate from the rougher paths of truth, which, by a sea education, may unfold its narrative in a language discordant to the nicer ear of a critical reviewer, an order of men to whom I have so profound a respect, that my feelings would be sensibly affected, could I suppose myself or work should ever presume to pass the threshold of their habitations.

And if, during the intervals of peace, a sailor wields the pen, permit him to relate
A that

that diversity of scenes a seafaring life is attended with; for if the ocean tells not by its furrows the mazy route of a vessel, listen to its mariner, who attempts not, in quoting from the preface of an inimitable French novelist, to declare,

*Agui esta encerrada el alma del licenciado Pedra Garcias.**

For the book contains no such thing, as I do not attempt to moralize; but shall attain the summit of my wish, if it amuses you.

* "Here is contained the soul of the licenciado Pedro Garcias."

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VOYAGES AND TRAVELS

OF A

SEA OFFICER.



CHAP. I.

Containing some account of the Author. Joins the Terrible 74. Description of a man of war's cock-pit. Sails for the relief of Gibraltar. Defeat and capture of part of the Spanish fleet.

IT is, in my opinion, an unimportant circumstance to inform the world, what particular family an individual springs from, except, moving in the higher spheres of life,
the

6 VOYAGES AND TRAVELS

the importance of his actions may justify that information, which, in my humble peregrinations, I shall conceal. Suffice it to say, I am an Irishman, and at the period when the British colonies in North America were engaged in a contest for liberty with Great Britain, received an academical education preparative to the naval service; and in the year 1777, joined his Majesty's ship the *Terrible*, commanded by Sir Richard Bickerton.

The first two years passed in learning the duty of a midshipman, during a few cruizes in the English channel; and witnessing the comic scenes of a man of war's cock-pit, which the pencil of Hogarth could scarcely have done justice to. Excuse then an attempt to fully describe that theatre; only to mention, that in a line of battle ship, such as the *Terrible* was, this region directly below the after part of the lower gun deck, is inhabited by the midshipmen and surgeons mates, who, in general, form as motley a crew, as maybe supposed to arise from difference of countries, difference of age and descent, and difference of education. Their several cabbins

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are in the center, amidships; and separated from each other by partitions of canvas or hammocks, thereby facilitating the communication of discordant notes, arising from the disputes that frequently happen. Or if the region is musically inclined, to the melodious tones of beginners (for they seldom attain Handel's perfection) attempting on a flute, fife, or violin, the tunes of Nancy Dawson or Foot's minuet.

As the example of every captain influences his inferiors, the above scene is either made worse, or meliorated by him; and when it is considered how many gentlemens' sons are frequently under his care, the charge is great, their future character as officers depending on his attention; and in justice to Sir Richard in this respect, must acknowledge his kindness and friendship to his young midshipmen was worthy that distinguished naval character he has ever conspicuously supported.

The dispute with our colonies in North America, had induced France and Spain, ever jealous and watchful of Great Britain, to interfere

8 VOYAGES AND TRAVELS

terfere in the contest, and their conduct being too open to be unnoticed, our fleets were augmented, and hostilities commenced. In the memorable though indecisive engagement between the fleet under Admiral Keppel, and that commanded by Count D'Orvilliers, on the 27th of July 1778, the *Terrible* played her part, and soon after returning to Spithead, was dispatched on a cruize to the Bay of Biscay in company with the *Rammillies* of 74 guns. We had here the good fortune to fall in with a fleet of homeward bound French West India-men, from the island of Saint Domingo, and giving chase, captured seven of them; they were richly laden with cotton, sugar, and Coffee, and conducting them safe into port, had the satisfaction to find our prize-money came to some amount, as every foremast-man shared more than twenty pounds, and every midship-man above an hundred, for prize money is almost the life of naval war; considering the low rate of seamens pay, that during many years has received no increase; and is in proportion still less to the midship-men, as the pittance of from one pound ten shillings to two pounds per month is.

is, at this day, too small a sum to appear decent with as an officer, or even to keep life and soul together; and when it is evident how many hundreds are debared from their right to promotion, the least a free and generous country could do, would be to render comfortable the situations of those men, who at the hour of danger withdrawing from other professions, devote their education and lives to the risque, in serving their country.

I am far from attempting to dictate to the superiour and brilliant abilities of the principals of the naval department, but only give my opinion as coinciding with the sentiments and wishes of all who know the seamans situation; and having served his Majesty as a midship-man, think it a duty to myself, and to my corps, to freely lay my sentiments at the shrine of freedom.

Our ship's company could now revel in the delights of Portsmouth, and filled the ship with hundreds of those obliging females, who desert the capital during the war, and reside in the genteel recesses of Portsmouth, and

and other naval towns. The back of the point at Portsmouth has been famous some centuries, and the appearance of its fair inhabitants serves as a barometer, whereby our success against the enemy can in some degree be ascertained, for captures produce money, and this circulating, passes from the seaman to his lass, who being lavish in expence, gives room by the flash of her appearance and dress, to point out the strength of Jack's purse.

The inhabitants of the seaport towns are, for the most part, a mixture of some few genteel families, and a great proportion of the dregs of mankind, under the denomination of jews and publicans, who by their dishonest practices, wage war against the finances of the seamen; for though Jack, in landing from a cruize, is by no means averse to amusement, yet his return to his ship is accompanied with an empty purse. The knavery of the Hebrew is frequently returned with interest, by some well laid plot of the sailors when they venture on board to dispose of their buttons, buckles, or watches; for the punishment of

a Jew affords the same satisfaction to a sailor, as a drunken rake can receive, when he hurls a waiter from the window of a tavern. Sometimes in the most obliging manner, they prepare a grating for the reception of his goods, and in the middle of his fancied security, is tripped up, and tumbles into the hold. Indeed the communication between a Jew and a sailor is generally attended with warfare, unless prevented by the discipline of a man of war. The inventions of the seamen in protracting their stay on shore, contains frequently much anecdote.

One of our boatswains mates, Tom, had obtained leave to enjoy a cruize on shore; his time being expired, he was too useful a man to forget, and a midshipman was sent to bring him on board. Tom had anticipated this, and having plenty of cash, buys a lieutenant's old uniform, and dresses himself as a lieutenant. The midshipman, after a long chase, arrives at Tom's head quarters, and is surprised to see a person that perfectly resembled him sitting in lieutenant's uniform, encircled by a jovial set, enjoying their bottle.

tle. The midshipman at last ventures to approach, and respectfully desires to know his name. Tom, in a consequential tone, orders him to withdraw, and wonders at his presumption and impertinence to his superiour officer. The thunder-struck midshipman returns on board, and thus left Tom in peace, till his money being spent, fairly obliged him to resume his former station.

In the summer of 1779, the Terrible was one of the ships that composed the grand fleet in the channel under Sir Charles Hardy, when the Spanish and French fleets having formed a junction, entered the channel under the command of Count D'Orvilliers. We descried them from our mast heads early in the morning, and from their numbers resembled an approaching wood, consisting of near seventy sail of the line; our fleet was scarcely more than half that number, and was fortunately between the enemy and our ports. Sir Charles clearing for action, and preparing for the worst, made a masterly disposition of his ships, and standing to the eastward, anchored off Plymouth, on the 1st of September.

Plymouth

Plymouth is one of the most considerable sea port towns in the kingdom ; it is situated in the west of England in Devonshire, and surrounded with a mountaneous country, that so frequently attracts the rain, as occasions it being called,

“ *Le Pot de chambre du Diable.*”

The natural strength of its harbour is great, and from its importance in containing a considerable part of the royal navy, with its docks, and stores constantly supplied, could not have been too much attended to. When on the appearance of the combined fleets, the chief defence of Plymouth had, during the absence of her wooden walls, been almost entirely entrusted to the imaginary strength of the phalanx of dock-yard men ; and on the nearer approach of our enemies, the houses instantaneously were deprived of their inhabitants, not by their attention to *man the batteries*, but from the superiour care of leaving in a place of safety [*not like the pious Æneas*] their fathers, but their more *substantial goods* and *chattels*.

These

These electric panics might be prevented by paying more regard to fortifications, for though the idea of Britain's being defended by her navy is pleasing, yet circumstances may frequently happen to justify the propriety of strengthening her terra firma.

Our grand fleet soon after arrived at Spit-head; when the latter part of 1779 the Terrible was ordered to the relief of Gibraltar.

Troops were embarked in transports, or distributed among the ships of the fleet, consisting of twenty-one sail of the line, under the command of Admiral Sir Geo. Brydges Rodney in the Sandwich of 90 guns.— On Christmas day we weighed anchor, and with a fresh north east wind steered to the south west, and crossed the Bay of Biscay; and having doubled Cape Finisterre, directed our course to the southward, along the coast of Portugal.

On the eighth of January 1780, we fell in with a Spanish convoy, and after a few hours chase, took them. This fleet consisted of seventeen sail of merchants ships, under
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convoy of five small frigates, and a sixty-four, called the *El Guiposcoana*, who struck her colours to the *Terrible* and *Eiensaisant*. These vessels belonged to the Spanish trading company of the *Caracca's*, and were laden with provisions and naval stores. The sixty-four was afterwards called the *Prince William*, in compliment to that prince, who was then a midshipman on board the *Prince George* go, with Admiral Digby.

Whenever the weather permitted, Sir George was attentive to accustom his ships to form lines of battle, and exercise their ships companies in the use of the great guns, and small arms; a care not ill bestowed, as thereby he facilitated the obtaining one of those glorious victories that must render his name beloved, while memory and gratitude belong to Brittons; for proceeding to the southward, with the rear of the fleet enriched with the *Caracca* convoy, being off Cape Saint Vincent, the southern Cape of Portugal, on the morning of the sixteenth, the signal was made to clear for action, and at three in the afternoon the frigates a-head on the look-out, let fly
their

their top-gallant sheets, signifying an enemy was in sight. Our fleet forming a line of battle a-breast, gave chase. For some time the Spanish fleet, consisting of thirteen ships of the line, lay too to receive us; for having failed from Cadiz to intercept the ships destined to relieve Gibraltar, had supposed our force to be inferiour, but being convinced of their mistake, attempted by flight to escape back to their port. Sir George considering that a chase before the wind is in general a tedious one, and that night approached, made the signal to continue chase without observing the line of battle. The emulation shewn by each captain, in crowding sail to reach their antagonists, proved they had not forgot their warfare.

Two of our seventy-fours had parted from the fleet off Lisbon, and some being heavy failors, caused the number of ships that engaged to be nearly equal. The Terrible was sheathed with copper, and sailing well, gave hopes of being one of the first in action; when in hoisting the main-top sail, the yard
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sprung, and by the delay occasioned in getting up another, with bending the sail, several of our ships were sooner engaged ; and a line of battle ship blowing up, assured us the work was begun. Nor were we long idle, for at the edge of night, having singled out a Spanish 70, we engaged, and remained by her till she struck, after an action of an hour and forty minutes.

The sea running high, endangered our ships, in opening their lower deck ports, and prevented any further communication with the prize, than sending an officer and a small party of seamen to take charge, receiving in return, the Marquis of Medina, her captain. She was called El San Julian, and now lay almost a wreck, the fore-mast and main-top-mast being shot away, and her decks covered with the killed and wounded.

We lost in the Terrible eight men killed, and fourteen wounded ; among the latter was Mr. Wolfe, the master, who received a splinter in his eye while on the fore-castle. The
main-top

main-top-gallant-mast was shot away, the mizen-mast damaged, and the standing and running rigging much cut.

My station in the fight was what is commonly called a powder-monkey, supplying two of the quarter deck guns with powder from the magazine; for the younger midshipmen, not having the experience necessary for a greater charge, are hereby made useful, and also accustomed to the smell of gunpowder.

This engagement during the night had dispersed our fleet, and at day break we found no ships in company but the prize, and Monarch 74. The following day it blew strong, with a heavy sea from the westward, and the crippled situation of the San Julian, prevented our carrying sail.

On the 18th, early in the morning, having drifted near Cadiz, we plainly perceived it under our lee, with a Spanish squadron at anchor in the harbour; two strange line of battle ships were also in sight, under sail, when making the private signal, and it not being answered,

answered, supposed they were enemies, and might have engaged them ; yet if crippled so near an enemy's port. there was little probability to escape being taken, it was therefore resolved to abandon the prize, which, (as we were afterwards informed) was lost at the entrance of Cadiz. Crowding a press of sail, in the evening the Terrible joined Sir George Rodney and fleet, at the entrance of the Streights of Gibraltar.

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C H A P. II.

The fleet arrives at Gibraltar. Some description of its situation. Return of the fleet under Admiral Digby to England.

THE fortune of the day had thrown into our hands, the Spanish Admiral, *Don Juan de Langara y Huarte*; taken in the *El Phoenix* of eighty guns, (since called the Gibraltar, to commemorate the victory.) She had lost her mizen and main-top-masts, and had not surrendered 'till after a gallant defence, whereby *Don Langara* received a wound. The *La Princesa*, *El Diligente*, and *La Monarca* of 70 guns each, were also taken; the *San Eugenio* and *San Julian*, both of 70 guns, were run on shore, and the *San Domingo* 70, was blown up, at the commencement of the action.— Thus was taken and dispersed a fine squadron, though having fought bravely, at last fell vanquished to grace the arrival of the British Admiral.

The

The *La Monarca* was given to our charge to conduct into port, and having entered the Mediterranean, Admiral Digby with eleven ships anchored before Gibraltar, while the remainder of the fleet under Sir George, kept beating against the current that constantly runs from the westward through the Straights into the Mediterranean.

On the twentieth in passing near Gibraltar, we perceived the Spanish line of battle ship, on board which Don Barcelo displayed his flag, in the harbour of Algaziras, was (with a fifty gun ship her consort) highly decorated with colours and pendants, to celebrate the anniversary of the King of Spain's birth day; but this triumph soon ceased, on the certainty of our victory being confirm'd by the arrival of Sir George with the rest of the fleet and prizes; who anchored before Gibraltar, on the twenty-first of January.

On the night of the 21st we gained the Bay, and the wind falling, were carried by the current near the Spanish batteries, that situated on the sandy isthmus, formed the blockade of Gibraltar. Their fire soon convinced us of our situation, as the balls not only reached the

Terrible,

Terrible, but pierced the stoutest parts of her hull.

Our fleet at anchor under Gibraltar, sensible of our distress, sent their boats well armed to our assistance. The fire from the Spaniards was returned from Willis's battery; as any firing from the Terrible would have increased their attack, by convincing them it was with some effect. Fortunately at this crisis, a light breeze springing up, and the boats in spite of the shot whizzing round continued to tow us, at break of day enabled our casting anchor among the fleet. One of the Spanish prisoners was killed and two wounded, but the damage done to the hull and rigging was considerable.

The garrison of Gibraltar, at this time consisting of between five and six thousand men, under the command of General Elliot, had, for some weeks been blockaded by a Spanish army that lay encamped near the isthmus, and intrenched with a chain of batteries that ran across; and the communication with the coast of Barbary, whereby fresh provisions, fruits, and vegetables, had been obtained, was cut off by the small Spanish squadron, under
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Don Barcelo, who on the appearance of the British fleet, retired under shelter of the batteries, at Algaziras.

The arrival of Sir George, diffused general exultation among the garrison, at their perceiving the British flag again triumphant in the Mediterranean, and that the wanted supply of men and stores, came gliding on the wings of victory.

Gibraltar, in latitude 36° North, longitude $5\frac{1}{2}^{\circ}$ West from the meridian of London, is the most southern part of Spain, lying in the province of Andalusia, to which it is joined by a low and narrow neck of land. It anciently had been called Mount Calpe, and with Mount Abyla on the opposite coast of Africa, are supposed to have been the pillars of Hercules. The rock is about seven miles in circumference, and three miles long; the extreme perpendicular height of its summit is fourteen hundred feet. This promontory extends lengthways from north to south; its southern extremity is the most southerly point in Europe, and is therefore called Europa Point. The eastern side of the rock is almost perpendicular, and on the declivity of the western side

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are built the town, barracks, and houses of the inhabitants and garrison.

The only entrance towards Spain is well defended by the numerous bateries that either lie near the gate, or formed on the steep rising of the northern end, seem to bid defiance to attack. On this part, and more than half way up the rock is scooped an entire batterry out of the solid stone, and presenting near twenty guns towards the Spanish lines, is justly the admiration of all who see it, and leading to a chamber formed in the pinnacle of a rock, encreases the surprize, where some cannon compleatly command the only place where an assault by land could be attempted. This is called Inch's Cave or batterry, perhaps in compliment to the engineer who planned the design. By a door the spectator reaches a small spot on the out side of the pinnacle, and beholds under him a dreadful precipice o near a thousand feet. A short time since an officer threw himself down, and ended his misery by being dashed to pieces, for before his regiment left England he had conceived a violent affection for a young lady, and being soon to depart for Gibraltar, entrusted the communication of their letters and mutual attachment

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attachment to a bosom friend. Matters remained for some time in this situation, when an English gazette informed him of the marriage of his beloved, with his supposed friend; and, unable to survive the shock, he embraced her picture, and jumping from the precipice, fell a melancholy victim to deceit.

During the siege a serjeant and a few privates attempted to escape from Inch's Cave, and by degrees having conveyed pieces of rope which they spliced together and concealed, when supposing they had a sufficient length to reach the bottom, took the opportunity of a dark night, to make fast the end of this rope to the carriage of a gun, and getting on it, slid down, till finding the rope too short, and it being impossible to return, they fell off one by one and were dashed in pieces.

Gibraltar had, during the wars of the Spaniards and Moors, frequently changed its masters, and in the year 1704 was taken from the Spaniards by an attack of the seamen belonging to the fleet under Sir George Rooke, who whilst the garrison were assembled in the great church, successfully crowned their enterprise, by the capture of this fortress, which
has

has since remained in our possession, and from its encreased strength, promises to withstand any attack, unless attended with those unforeseen accidents that frequently overturn the most firm and promising situations.

Gibraltar is a bright jewel among the possessions of the British crown, but an expensive one; for, from the late surrender of the island of Minorca, and the decrease of our trade to the Mediterranean and the Levant, the protection it can afford to our shipping must at present be inadequate to its expence; for though a garrison may remain healthy from the wholesomeness of its situation, yet, the idea of keeping Spain hereby in awe is visionary, as she can maintain a force sufficient for a blockade, at one half the sum it must cost England for its supply.

Sir George on his arrival, had sent intelligence to Mr. Logie the English consul in Barbary, to prepare supplies for the garrison, and on the 22d, dispatched three vessels under convoy of the Bedford 74, to Tetuan to bring over what was at hand. The consul had already provided provisions, live stock, &c. but from the hurry of business the ships sent
were

were transports, and having troops and stores on board, could make no room for the intended supply, and an easterly wind springing up, obliged them to return to Gibraltar.

Sir George, when he captured the Carracca fleet, judged that the cargo of several of them would be useful to the garrison, he therefore landed their freights, along with the supplies which government had sent out.

In the beginning of February it blew a strong gale from the south west, and from the foulness of the ground (where the fleet lay anchored off Rosia Bay, along the western side, and within the Bay of Gibraltar) had nearly occasioned considerable damage, as one of the Spanish prizes would have drove on the rocks had not timely assistance been given her.

The Spanish Admiral was on the 13th of February permitted on his parole to return to Spain. Having previous to his departure regulated every thing concerning the exchange of prisoners, he was conducted, with part of his suite, in the governor's carriage, to the Spanish lines, where the recital of the hu-

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mane treatment they had received, contributed to their opinion of British generosity, and was of advantage to the English prisoners then in Spain.

In the evening of the thirteenth, our fleet got under way, with a fresh easterly wind, and proceeding through the Straits of Gibraltar, saw the Spaniards were alarmed, and perceived during the night, signals and lights, that were shewn from watch-towers placed along the coast. We continued our course for a few days to the westward, when in company with a relation I removed on board the Bedford 74, commanded by that worthy officer, the late Sir Edmund Affleck.

On the 18th, Sir George Rodney leading a squadron with some ships that were sheathed with copper (including my former ship the Terrible then commanded by Captain John Douglas) steered for the West Indies, where the French had sent considerable reinforcements, leaving the remainder of the fleet and prizes to proceed to England under Admiral Digby. On our passage, the evening of the 23d, we came in sight of a fleet of merchantmen.

men convoyed by two French sixty-fours; giving chase, one of them carried away her fore-top-mast, and the *Resolution* 74, Sir Chaloner Ogle, coming up, they exchanged a few broadsides. The *Bedford* being the next ship, fired some of our lower deck guns, when she struck. She was called the *Le Prothée*, was sheathed with copper, and had on board forty-two barrels of dollars, intended to pay the French troops on the Islands of the *Mauritius* at the other side of the Cape of Good Hope towards *Madagascar*. Two or three transports that were under her convoy, were also taken. The French Captain Monsieur Chilot was mortally wounded, besides several of their men. This addition to our prizes was well received on our arrival at Spithead; where, after hearty congratulations for our success, we began to refit for those enterprizes the hostilities with France, Spain, and America made absolutely necessary.

C H A P. III.

Sails for America. Arrival there. An account of the proceedings on that coast.

THE Bedford having equipped and compleated her provisions and water, in the spring of the year 1780, on the 10th of April sailed towards Plymouth, and joined a Squadron lying in Caufand Bay, under the command of Rear Admiral Greaves. This Bay is exposed to the southward, and during our stay we experienced a heavy gale of wind from the south west, the ships rode fore-castle in, and from the foulness of the anchorage, risqued parting their cables, and driving on the rocks near mount Jedgecomb, when fortunately the gale subsiding, the Squadron weighed anchor for North America on the 17th of May.

The shortest distance to this continent is upwards of three thousand miles across the Atlantic

Atlantic or western Ocean ; but the course to ensure the quickest passage, is by steering to the south west, 'till near the parallel of 26 degrees north latitude, where from the probability of meeting easterly winds, the length of the voyage is in general more short than by keeping in a higher latitude, which is subject to westerly winds, that during great part of the year blow from the coast of North America, and sweep across the Atlantic. This southern course our Admiral steered with the following ships,

Ships.	Guns.	Commanders.
The London,	90	{ Rear Admiral Thomas Graves ; Captain David Graves,
Resolution,	74	{ Commodore Sir Chaloner Ogle.
Bedford,	74	Captain Edmund Affleck,
Royal Oak,	74	——— Sir Digby Dent.
America,	64	——— Thompson.
Prudent,	64	——— Burnet.
And Amphitrite Frigate,	28	{ ——— Biggs.

Before our departure from England, a French Squadron of seven sail of the line sailed for

for America, and expecting to overtake them, embraced every opportunity in exercising great guns and small arms, in order to be properly prepared for giving them a decent reception if we met; but the extensive space of the Atlantic prevented that rencontre we anxiously wished for. However, fortune threw in our way a French East India-man, called the *Le Farges*, homeward bound from the Islands of Mauritius, and principally laden with a valuable cargo of tea; by her we received the agreeable intelligence of the success of the British arms in India.

The Admiral leaving the *Amphitrite* Frigate to conduct her into port, proceeded with the squadron towards America. In crossing the Atlantic from Europe to America, in a northern latitude, ships in general find they are astern of their reckoning; that is, their reckoning is out long before they make or see the land. This is to be accounted for by currents, particularly the gulf stream, which from a westerly course among the Islands of the West Indies, runs to the northward, from the Gulf of Mexico, along the American coast, and in

in proportion as it gains the northern latitudes inflexes its course to the eastward, and must hereby contribute to the above mentioned circumstance. This is also corroborated by experience proving those ships bound from America to Europe are a-head of their reckoning, and unquestionably from the same cause.

On the 13th of July, after a pleasant passage of eight weeks since the Squadron sailed from Causand Bay, we came in sight of the high land of Neverfink, that situated in the Jerseys at a short distance from Sandy Hook, is a conspicuous land fall for ships bound to New York.

North America at this period, was in the midst of the unsettled state of hostility, which terminated in her independence. Though the British army had met with various success, the recent capture of Charles town, the capital of South Carolina, increased those sanguine hopes that from the first of the dispute had drawn Great Britain into enormous expence. As the attempt to increase taxation when (from appearances) the finances of the mother country

try by no means required it, roused the spirit of America to maintain the rights of freedom

On our arrival off Sandy Hook we were joined by three sail of the line, viz. the Robust, 74, Europe 64, and Raifonable 64, under Vice Admiral Arbuthnot, who had lately returned from the southward, with part of the army, after the surrender of Charlestown; being senior Admiral, he took the command of the fleet, now consisting of nine sail of the line, besides Frigates, when proceeding to the northward towards Rhode Island, found the French squadron of seven line of battle ships, had just arrived, and being anchored in the harbour, were also defended by many batteries erected by the Americans. However the confusion they were thrown into by the sudden appearance of our superiour force, might almost have ensured success to an attempt to force the harbour, which an ignorance of their real situation prevented. The fleet thence steered to the southward, and anchored off Block Island, situated a few leagues to the north east of Montock Point, the eastern end of Long Island. The inhabitants were disaffected

affected; but being awed into an appearance of loyalty, their governor came to pay his respects to the Admiral, and on his return was accompanied by a Lieutenant Careless, in one of the Royal Oak's boats. The governor thought he might now display his sentiments, and making some illiberal reflections against the British government, was seized by the Lieutenant and thrown into the sea. The boat was near land, and gave an opportunity to the governor to get on shore; who soon after, on making a complaint to the Admiral, occasioned a court-martial to be held on Lieutenant Careless.

The circumstance of throwing the governor overboard was clearly proved, which might have been pardoned, on considering that it proceeded from zeal to his Majesty's service; but as Mr. Careless was fortunately for himself, an independent man, this counterbalanced every other excuse, and he was therefore dismissed the service.

Block Island is of small importance, having no harbour, and only an open road with good

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holding ground, that is absolutely required on account of the strong tides ; on this island I first landed on American ground ; and tho' displaying few natural beauties, or cultivation, afforded the pleasure experienced by seamen after a long confinement on board ship. We procured here some sheep, vegetables, and roots, with plenty of pompions or pumpkins, that are much used in America, being preserved thro' the Winter.

The Autumn approaching, it was probable the French squadron under Monsieur Ternay, would winter at Rhode Island ; and as the success of the British army might receive interruption, from its designs, it became an important object to find a convenient harbour where our fleet could observe their motions, and lie sheltered from the heavy gales that rage during the winter, on the American coast.

New York, situated near the conflux of the north and east rivers, had the advantage of being the head quarters of our army, but it lay too distant from Rhode Island ; nor could
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more than two large men of war, when the winter set in, be secured against the ice, which carried with great velocity in large pieces down the rivers, has occasioned the foundering of many vessels. The Bedford, the ship I now belonged to, was dismasted in a violent storm that dispersed the fleet under Admiral Byron, in the year 1778, and after a fortunate escape, she arrived at New York, and lay moored in the north river during the winter. In this situation her officers had recourse to a contrivance, to preserve the ship from being cut with the ice; this was having pigs of iron ballast fastened to ropes that, being reeved thro' blocks at the bowsprit end, were thereby hawled up, and whenever a large body of ice approached near, the ropes were suddenly let go, and the iron falling with increased weight, broke the ice, and by dividing it, diminished its force against the hull. Even with this precaution, several of the thickest planks upon the bow were nearly cut through. This inconvenience alone counterbalanced any other advantage; therefore the latter end of September our fleet anchored in Gardiner's Bay, situated

ted between the north east part of Long Island, Plumb Island, and Gardiner's Island, from whence the Bay is called ; or rather from the only family of the name of Gardiner who live on the latter Island. Being compleatly land-locked, it affords excellent shelter, with depth of water for the largest ships, and sufficiently spacious to contain the entire navy of England. The surrounding shores are covered with wood, with the advantage of some good watering places.

The communication with New York is by a channel (that separates Long Island from the main land) called the passage of Hell's Gates, from the rapidity of the tides passing among a cluster of rocks above the town of New London, in the province of Connecticut. Through this Sylla and Charybdis, the ships destined with provisions and stores for the fleet in Gardiner's Bay, passed with safety, except the *Huffar* Frigate, who striking against a rock, instantly sunk.

The

The winter beginning to set in, the fleet was moored in a line a-breast, and sheltered towards the north east, by a long sandy neck of land, extending to the northward from Gardiner's Island.

The Raifonable 64, had sailed for Europe, and the Adamant of 50 guns arriving from England, our line consisted of the following ships :

Ships.	Guns.	Commanders.
The Royal Oak,	74	{ Vice Admiral Arbuthnot; Captain Sweny.
London,	90	{ Rear Admiral Graves, Captain David Graves.
Bedford,	74	Captain Edmund Affleck.
Robust,	74	——— Cosby.
Culloden,	74	——— Balfour.
Europe,	64	——— Child.
America,	64	——— Thompson.
Prudent,	64	——— Burnet.
Adamant,	50	——— Johnston.

besides a few frigates, that were occasionally dispatched on cruizes, and to observe the motions of the French at Rhode Island.

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From the severe duty attending service on this coast, together with confinement on board, with the effects of salt provisions, the scurvy began to appear among the men; an hospital was therefore formed on Gardiner's Island, where exercise among the woods, with fresh provisions and vegetables, restored many to perfect health, whose loss at so great a distance from England would have been irreparable.

The French prize we had sent into New York, sold for upwards of fifty thousand pounds, and the share of the prize-money opportunely contributed to provide the different messes with the articles of sea store, our voyage from England had exhausted.

During the intervals from duty we made frequent excursions on the neighbouring islands where abundance of game afforded satisfaction to the sports-man, and sufficient employment for the curious, to remark the difference in size and colour, that distinguish each species of fowl from those of Europe. Here are four or
five

five different kinds of Wood-peckers, varying in size and plumage; the American Lark is far more beautiful, and considerably larger than that of England; the Black-bird is adorned with a bright patch of scarlet on each wing, and the blue Jay is particularly beautiful. Mr. Williams, one of the surgeons mates, preserved a valuable collection of these different birds, that added to the English museum, on his return to England, several specimens of their plumage.

The eastern end of Long Island being almost covered with wood, gave a good idea of the manner of the first English settlements in America; where houses are scattered at a considerable distance from each other, and connected by paths or narrow roads, leading through the woods, thereby preserving an independence of situation, while the inhabitants continue to clear the land round them, in proportion as the industry or population of the families required. The soil is very fruitful, repaying its culture with abundance, and from
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the scarcity of money in circulation, the mutual wants of the inhabitants were repaid in kind, that is, with one article bartered against the other, as far as convenience demanded.

While the latter part of the year 1780 our fleet lay moored in Gardiner's Bay, the French squadron remained close in the harbour of Rhode Island, when the frost setting in, with heavy gales of wind, confined our operations to celebrate Christmas-day in a becoming and seaman-like manner. Quantities of all kinds of fresh provisions were procured, and the sailors, naturally lovers of grog, now became abstemious, reserving their allowance for one general broadside. Christmas-day at length arrived, and their clean jackets and trowsers evinced the decent steadiness of their resolution; for after a joyous repast, the day closed with libations of repeated toasts, to their king, their

their country, and their sweethearts. The officers also cheerfully played their parts, observing—had Monsieur Ternay attacked us in the interval, Bacchus alone could be blamed for the event.

C H A P. IV.

*The Bedford is dismasted in a storm. Refits,
and sails in pursuit of the French.*

ON the morning of the 22d of January, 1781, a squadron of four ships, viz. the Culloden 74, America 64, and Adamant of 50 guns, under Captain Affleck, who hoisted his broad pendant on board the Bedford, sailed from Gardiner's Bay, to reconnoitre off Rhode Island, and in the evening before we had disengaged ourselves from among the Islands, and formed an offing, the wind began to rise from the north east, and at the beginning of the night blew a violent storm; the necessary signals were made for the squadron, but the darkness of the night separated the ships, and left us unaccompanied to provide for our own safety. The passage out to sea between Block Island

Island and Montock Point, was not only dangerous by rocks stretching from Montock Point, but lay too far to windward to attempt gaining; in this situation, surrounded with land and rocks, the sea began to rise, and before twelve at night, almost all the sails were blown to pieces from the yards, and our ship drifting towards a ridge of rocks, that at a distance from Fisher's Island extended under our lee; in attempting to furl the main-sail, the sailors having manned the yard, one of them fell off into the sea, when the man near him being a good swimmer, jumped after, to endeavour to save him, and though he brought him twice along side, yet by the waves they slipped from the ropes we threw out, and were unfortunately both drowned; our dependance now lay on the strength of the cables, and both bower anchors being let go, veered away a long scope on each cable, and though twenty-two inches in circumference, she parted them in an instant. We now silently waited our fate, and to increase the horror of the scene, some cried out, the rocks are through the ships bottom.

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When scarce any hopes remained of being saved, one of the surgeon's mates who played very well on the violin, (having dressed himself in his best cloaths) played with the utmost composure the tune of "cast anchor on our native shore," thereby affording a strong example of the various impressions the minds of men are susceptible of on the approach of danger. Fortunately the wind in an instant shifted to the north west, thereby making a weather-shore of the land we so much dreaded, and encreasing the room for drifting, cheered us with the hopes of getting out to sea when day light appeared, but were disappointed by a thick fog that accompanied the break of day, which clearing up at intervals, discovered we were again close to land. The shattered situation of the sails prevented the success of any efforts to stretch off, and left the only resource to save the ship to the strength of the sheet cable. As both bower cables had before parted, it could not be supposed that the sheet cable alone could hold, as the storm raged with unabated fury; therefore about 8 o'clock

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in the morning the, Captain and Officers resolved to cut away the masts, and by thus diminishing the surface exposed to the wind, give the only assistance possible to the remaining cable. The masts being cut away, the sheet anchor was let go, and thereby rode out the remainder of the gale.

At 10 o'clock the fog cleared away, when we perceived Gardiner's Island close astern, and one of the squadron drove ashore and lost near Long Island. Our fleet in Gardiner's Bay were also in sight, and on the 24th sent round their boats to our assistance, when, by warping and towing, the Bedford anchored once more among the fleet.

The ship on shore was the Culloden, who attempting to get out to sea during the night of the 22d, struck against a small rock, and grounded at the same time. The situation of the crew was rendered precarious and embarrassing, till day light discovered they were close to land. When the gale subsiding, the
officers

officers and men landed, and found sufficient employment in erecting tents with the yards and sails, to lodge the stores that might be saved, and find shelter from the heavy falls of snow and hard frost.

After some time small vessels were dispatched from Gardiner's Bay, and having brought round the ship's company, &c. they were distributed among the remainder of the fleet.

The Adamant during the storm came to an anchor, and as we were afterwards informed by Mr. Young (the master) tho' riding with all her anchors a head, narrowly escaped foundering, as she shipped so much water on the lower gun deck, that with difficulty could be cleared by the pumps.

Our ship's company were immediately employed in erecting jury masts, which we formed of top-masts placed on the stumps of the former lower-masts; and as these were better than none, persevered in our new equipment,
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'till informed of the preservation of the Cul-loden's masts, that were got from the wreck, and being brought round, shipped them on board the Bedford by means of the London's main yard that was strengthened and secured under inspection of Mr. Hemmings, the admiral's master.

During these transactions, the success of a large detachment of our army under General Arnold in Virginia, had induced General Washington to oppose him, with two thousand choice troops under the Marquis De La Fayette; while the French at Rhode Island thought, by taking advantage of our late disaster, to atone for their former inactivity, and dispatched a line of battle ship, with some frigates, not only to surprize our small naval force in the Chesapeak, but to confirm on their return the exact disposition of affairs. By this plan they had the fortune to surprize the Romulus of 44 guns, and returning with her to Rhode Island, induced the French Commander, Monsieur De Barras (their former Admiral Monsieur Ternay
being

being dead) to sail the 18th of March, with the entire squadron and troops, for the Chesapeake, thinking to cut off General Arnold's retreat from Virginia, before our fleet could have refitted to oppose them. This information added life to our exertions, and being assisted by the fleet in the Bedford's re-equipment, she was soon completely rigged and ready for sea.

In the mean time the America 64, that was supposed to have been lost in the late storm, hove in sight; for having fortunately got out to sea in the night of the 22d of January, had thereby sufficient sea room, and thus weathering the gale, cheered us by her safe return.

On the 10th of March (two days after the French left Rhode Island) our fleet consisting of eight ships of the line, with frigates, sailed from Gardiner's Bay, and steered to the southward in quest of Monsieur De Barras.

On the morning of the 16th, the weather being hazy, we heard the report of several
guns,

guns, and by signals from the Admiral, cleared ship for action. The day clearing up, about 10 in the morning perceived the French fleet to windward, consisting of the following ships :

Ships.	guns.
Le Neptune,	84
Le Bourgogne,	84
Le Conquerant,	74
La Provence,	64
* Ardent,	64
Le Jason,	64
L'Eveille	64
Romulus,	44

besides frigates.

Our fleet formed a line of battle, and by working to windward, with a press of sail, continued to approach Monsieur De Barras, who with his ships lay ready to receive us. Our force was superiour, and the following

* Taken by the combined fleet in the channel.

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day, being the festival of Saint Patrick, my countrymen swore by J—f—s they would for once keep it on the 16th; and in justice to the crews in general, I never saw a preparation for fight but was attended with their utmost satisfaction.

Early in the afternoon the van of the fleet, led by Captain Cosby in the Robust, began the engagement, and from the manner the British line approached that of the French, exposed our headmost ships to run the guantlet, by receiving the fire of the French, before each ship could close with her antagonist, and thereby entirely disabled the Robust, Prudent, and Europe, tho' fought and conducted with the well known bravery and skill of their respective Captains. The center and rear of our fleet had little to say to the affair, for being obliged to remain by the crippled ships, gave an opportunity to Monsieur De Barras, to stand off in a well formed line, who if he had spiritedly attacked us in our confused situation, have not
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the least doubt but our former hopes of victory would have been changed into defeat.

This was an example to prove no British sailor should despise the study of naval tactics; for tho' seamanship may appear with the greatest lustre in commanding a single ship, yet, the conducting many ships requires the assistance of theory, with the experience of practice.

The French fleet steered to the northward, and by this rencontre were entirely frustrated in their intention to intercept General Arnold, as our fleet steered for the Chesapeake, and anchored in Lynn's Haven Bay the 20th of March.

Every expedition was made to refit the Robust, Europe, and Prudent, who besides their rigging being much cut, had many men killed and wounded; among the former was Mr. Lyttleton, lately promoted to the rank of lieutenant on board the Robust, and son to Lord Wescot; he was very young, and much beloved. He received during the action a wound

in

in his head, and continued to the last encouraging his men to their duty.

On the 24th, the fleet being ready for sea, weighed anchor, and stretched to the eastward, when finding the weather inclined to be blustery, again returned and anchored in Lynn Haven Bay, where a large fleet of transports soon arrived from New York, with two thousand troops, under the command of Major General Phillips. These were convoyed by a few frigates, and the Chatham of 50 guns, who were fortunate in having escaped meeting the squadron under Monsieur De Barras. This reinforcement was immediately sent up the Chesapeak, and joined the troops that were at New Portsmouth under General Arnold.

The latter end of March our fleet sailed from the Chesapeak, and on their return to New York we compleatly refitted, when many of our men fell ill with the scurvy, the reigning disorder among seamen, particularly in northern climates; for the intense cold, preventing

venting a free perspiration, confines the scorbutic humours that receive daily increase from the saltness of provisions. This disorder generally appears by livid blotches on several parts of the body, particularly the legs, that frequently swell, with sore and putrid gums, liable to bleed on the least pressure, accompanied with lassitude and lowness of spirits. Tents were therefore erected on Staten Island, and from the good effects of small excursions, though at first on crutches, with plenty of vegetables and fresh meat, we had soon the satisfaction to see the health of many fine fellows compleatly re-established.

C H A P. V.

The French fleet under the Count De Grasse arrives on the coast. Sir Samuel Hood joins our fleet, and sails for the Chesapeak. Action there.

THE chief part of the summer past in cruizes to the northward, where we took many prizes; some being privateers, were taken into our service, and the smaller ones we either scuttled or set on fire, particularly those that were from the Island of Nantucket, whose inhabitants employ a number of sloops in the whale fishery; but being disaffected, their vessels were taken and destroyed whenever we came across them.

Admiral

Admiral Arbuthnot failing for Europe in the *Roebuck*, the command of the fleet devolved on Rear Admiral Graves, and in order to intercept any supplies arriving in Boston, from France or Holland, (with whom we had also engaged in war) the fleet cruized for some time off Boston Harbour, and this part of the coast being subject to thick fogs, scarce met with any other weather, and obliged the ships to beat the drum, or sound the bell at intervals, in order to avoid falling on board each other, as by this means they judge their distance.

The middle of August, we returned to New York, and on the 20th Sir Samuel Hood arrived off Sandy Hook with 14 sail of the line from the West Indies. The French fleet under the Count De Grasse had also sailed from Cape *François* in the Island of Saint Domingo, and after convoying a large fleet of merchant ships a considerable distance on their passage, arrived on the coast of America, and anchored in Lynn Haven Bay. This was a prelude to

the

the unfortunate surrender of the troops with Lord Cornwallis, in new Portsmouth, who had for some time been invested by the American army under the Marquis De La Fayette; and though Lord Cornwallis had gallantly withstood the assault, the arrival of the Count De Grasse, by blocking up the entrance of the Chesapeake, prevented any communication between our two armies. To open this every effort was made by Admiral Graves, to form a junction with Sir Samuel Hood, and to attack the French fleet before they could be reinforced by the squadron under Monsieur De Barras.

On the 31st of August, our fleet consisting of 21 sail of the line, sailed from Sandy Hook, and steered to the southward. On the morning of the 5th of September, being off the Chesapeake, the headmost ships made the signal for seeing an enemy's fleet to the southward; when having cleared for action, and
formed

formed a line of battle, bore down toward them. The French fleet slipped their cables, and getting under way, stretched out to sea, and forming a line of battle a-head, on the larboard tack, consisting of 24 line of battle ships under the Count De Grasse, who in the center of the fleet, had his flag on board the *La Ville De Paris*, of 110 guns.

The wind being from the N. N. E. gave us the weather gage, when our fleet wearing round, kept bearing towards the French in a bow and quarter line, on the larboard tack. About 4 in the afternoon our van, led by Rear Admiral Drake in the *Princessa*, began the engagement with the van of the French fleet, when both lines gradually closing, the action became more general, and continued till near sun set, when the fleets separating, continued in sight of each other for several days; and though the French had frequently the weather gage, and a superiour force, they would not risque a second engagement. Some of our ships received considerable damage,

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particularly

particularly the Terrible and Ajax; the Terrible had received several shots between wind and water, and as our return to New York might be accompanied with stormy weather, that from her leaky situation might endanger her officers and men, it was therefore resolved to set her on fire; when the crew being distributed among the fleet, she was set on fire on the edge of night, under the inspection of Captain Christian, in the La Fortune Frigate. I thus saw my old ship in a blaze, which threw a strong light over the sea for leagues round, and her guns going off, added to the awfulness of her destruction.

This late action was the third I had served in, and from my former station of powder-monkey, was promoted to the rank of aid de camp to Captain Thomas Graves, who now commanded the Bedford, (Captain Attleck as Commodore, being left with the command of the ships at New York.) On the fleet's return, the 20th of September, to Sandy Hook, the last effort to relieve Lord Cornwallis was attempted

tempted, by embarking a considerable number of troops under the command of General Sir Henry Clinton; for the communication by land through the Jersey's was rendered impracticable by the interposition and strength of the American army, under General Washington, superiour to any force that could be detached from New York, that from its situation and extent, required a large body of troops for its defence.

Weighing anchor once more from the Hook, arrived off the Chesapeak on the 24th of October, and finding the French fleets had formed a junction, had also the mortification to perceive the advantageous line they lay moored in, across the entrance from Cape Henry to the middle ground, prevented the smallest hope of a successful attack. In this situation advice was received from Lord Cornwallis of his surrender.

The fleet returning to New York, I had the satisfaction to be recommended by Captain Graves on board the London, commanded by
Admiral

Admiral Thomas Graves. The command on the coast was left to Admiral Digby, to observe the motion of the Count De Grasse, who failing soon after for the West Indies, was successfully attacked the following year by the fleet under Sir George Rodney.

C H A P. VI.

Sails for the West Indies, Takes a prize on the passage. Ceremony in crossing the Tropic. Arrives at Jamaica. Some description of its situation. Threatened with invasion.

THE frost and boisterous weather of America beginning to set in, on the 10th of November 1781, the London weighed anchor from Sandy Hook, and proceeded to the south-east with a strong northerly wind. For several days we rowled through a very high sea, and though a three decker, used every precaution to prevent shipping water on our main deck.

On the 12th we were in the parallel of the Bermudas or Summer Islands. These are a cluster of small Islands, in latitude 32° , 30° N. longitude 65° , 10° W. lying five hundred miles

miles to the eastward of Charles Town. The inhabitants are descendants of the English, and are remarkable for building fast sailing vessels, thereby giving rise to an old sea phrase, viz. that such a ship sails like a Mudian, meaning Bermudian; many of them are expert seamen, and good pilots. The numerous rocks that surround them preserve the Islands from attacks, as since their first settlement they have continued subject to the British crown.

Continuing our course to the southward, on the evening of the 13th we perceived a large ship lying too, giving chase at night-fall, came up with, and took her; she was a French merchant ship of upwards of six hundred tons burthen, called the *L'Imperieux* had a very valuable cargo, and was bound to Philadelphia. Her crew consisted of about three hundred men, and having touched at Cadiz, were many of them infected with a certain disorder, that encreasing by fatigue, confinement, and salt provisions, now exhibited the most wretched appearance; and as they had been kept from their port by the late storms, would probably have perished

perished by famine, had we not taken them ; their provisions being almost out.

An officer and a party of seamen were sent on board her, and getting a hawser on board, took the prize in tow. The humanity of our surgeon (Doctor Young) received full employment in restoring many of our prisoners to health ; but many died, and others could bear testimony during their lives of the disorder they had suffered.

Approaching the West Indies, the warmth of climate we now felt, strongly contrasted the severe cold on the coast of America ; and the transition was sudden from the quickness of our passage. This change of climate also subjected us to a change in the disorders incident to a ship's crew ; for instead of our American foe, the scurvy, we were now to expect fluxes, fevers, and agues, which were prevented by the care taken by Captain Kempthorn, in keeping clean both ship and men.

Crossing the northern Tropic, in latitude $23\frac{1}{2}^{\circ}$ N. an indispensable naval ceremony

was performed, viz. a visit from Neptune, to collect his tribute from the green-horns, or those who had never crossed the Tropic line. The performance of this comic scene is left to the funniest sailors, who choosing some droll and clever fellow, he is secretly dressed in a most laughable stile, to represent Neptune, whilst another in a female attire, acts as his wife. In the mean time his attendants being properly arrayed to attend this sea God, he issues forth, and mounting on the fore-castle, as if just come out of the sea, hails the quarter-deck with a speaking trumpet, which being answered, he is drawn upon a carriage before the captain, and requests his permission to examine those who had never crossed the line, and to collect his tribute. This being permitted, he respectfully waits on the officers first, and I being among his tributaries gave a dollar. A list has been prepared of the sailors or landsmen who are liable to this tax, and in case they refuse payment, must undergo the operation of being shaved. The operation is thus performed, a large match-tub is filled with water, and across is laid a handspike or bar of wood,

wood, on which the patient sits, and being covered with a lather, not composed of the sweetest ingredients, a shaver dressed in the monkey attire of a foppish Parisian, performs his part with a piece of iron hoop; when the handspike being hauled away, the patient resembling parson Adams at the Squire's, falls backward into the tub, and getting out, is again drenched by many buckets of water thrown over him by sailors who stand ready to receive him.

The money collected is reserved for a treat among those sea gods, on their arrival in port. We had now arrived to the trade winds, that between the tropics blew constantly from the eastward, occasioned by the motion of the earth on its axis from west to east; and on the latter part of November came in sight of the island of Antigua. This island lies in latitude 17° , 30 N. longitude 62° one-fifth W. being one of those circular chain of islands distinguished by the name of West Indies. It produces great quantities of excellent sugar, besides the various plants and fruits natural to

a warm climate. Here are few or no springs, obliging the inhabitants to preserve the water that falls during the rainy months in cisterns, or to fetch it in casks from the neighbouring islands. It is in possession of the English, and has two harbours, one called English Harbour, where the men of war lie, the other St. John's, that carries on a considerable trade from the capital of that name, built at the bottom of the harbour.

Having received a pilot on board, we hauled round the southern part of Antigua, and with the prize anchored in St. John's Harbour. Our ship was soon surrounded with canoes, filled with negro men and women, who came to dispose of fruit, such as pine apples, melons, oranges, guavas, cocoa nuts, bananas, plantains, &c. Their black and odd appearance much diverted us; nor was it unpleasing to remark, that though slaves, they preserved a lively and joyous disposition, and in general are healthy and uncommonly witty.

To

To what extent the period and practice of the slave trade will arrive is hard to conjecture ; but every country circumscribed in its limits as Britain is, must, to counterbalance the more weighty designs of her continental neighbours, have recourse to those stratagems of commerce, the offspring of momentary necessity ; but, it is by time and its effects, that the validity of those measures can be proved ; and though in that contest of opinion lately exerted on this traffic of human flesh, humanity has sufficiently pointed out the depravity of the custom, yet the critical situation of England, depending on universal circulation of trade, could at this moment scarcely afford that much wished for emancipation of the negroes, without a risque of the diminution of her finances.

The L'Imperieux was given in charge to an agent, and having landed our prisoners (except a band of musicians) after a few days stay weighed anchor, and with a favourable wind steered towards the island of Jamaica. On our passage we passed in sight of several islands.



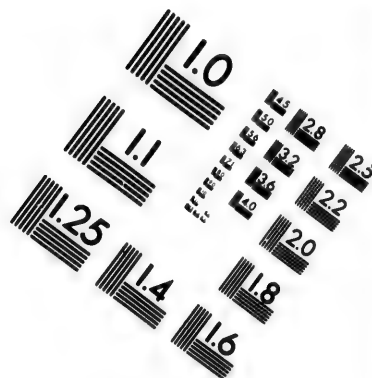
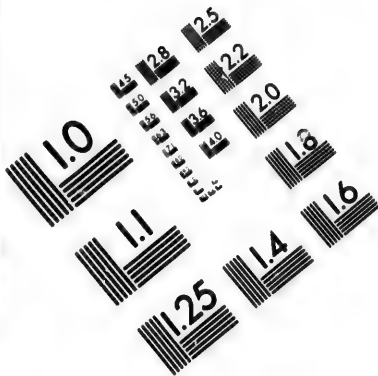
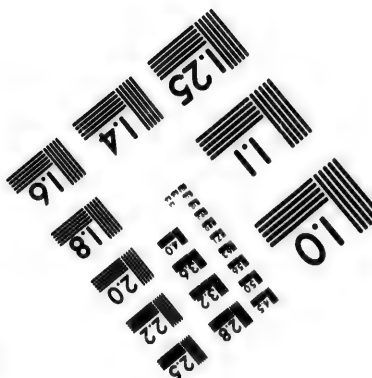
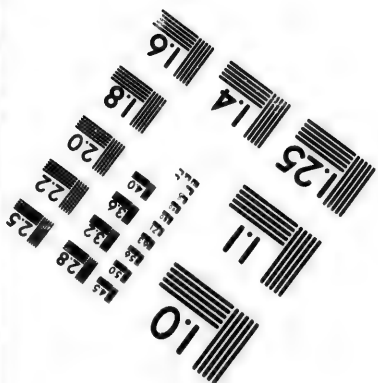
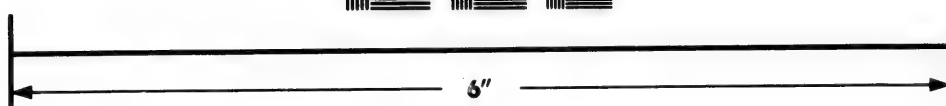
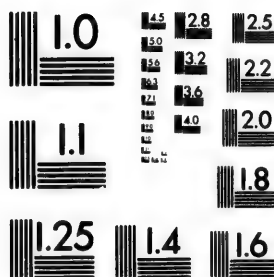


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islands, viz. St. Eustacius, St. Christopher's, Nevis, and the Spanish island of Port Rico. Sailing along the south side of St. Domingo, arrived the middle of January at Jamaica, and anchoring in the harbour of Port Royal, joined the Squadron commanded by Admiral Sir Peter Parker.

Jamaica, situated 37 miles to the southward of the Spanish island of Cuba, is about 169 miles in length, and 50 in breadth; it was first discovered by Columbus, in the year 1494, and remained in the possession of the Spaniards 'till taken by the commanders Penn, and Venables, in the year 1656, at the time of the commonwealth under Oliver Cromwell. It has since continued under English government, and from the richness and abundance of its crops, is the principal of our West India islands. A range of lofty hills called the Blue Mountains run from east to west, and add to that romantic appearance which throughout the year is beautified with perpetual verdure. The number of inhabitants may exceed two hundred thousand,

thousand, one fourth of which are whites, besides mullattoes, and the other different casts of colour between the white and black; the rest consisting of the negroes, who are mostly slaves on the different plantations.

Seasons in this climate are distinguished by the dry or the rainy seasons, for the rain during the autumn falling in great quantities, prepares the soil for two harvests during the year. The hurricane months are July, August, and September, and frequently destroy by their havoc the work or produce of many years. It produces abundance of fruits, and having plenty of cattle, is esteemed by sailors a desirable station, particularly during war, when its central situation causes its ports to be filled with ships taken from the French or Spaniards. The capital of the island was Spanish Town, and where the governor yet resides; but Kingston is larger, and of more importance from the trade it carries on, being built at the head of Port Royal harbour.

The

The government of Jamaica is next to that of Ireland, considered as the best in the gift of the crown, and the naval command in the time of war is exceedingly lucrative.

At this time the Spaniards were collecting a considerable force at the Havanna, and the preparations at Cape *François*, the capital port of Saint Domingo, threatened an attack on Jamaica. Several regiments then on the island, and the militia, might amount to about 8000 men, a force sufficient to resist a sudden capture, but not adequate to hold long against the storm that seemed gathering. Our naval force was too weak to prevent a landing, yet the Admiral forming the few line of battle ships across the entrance of Port Royal harbour, awaited the event.

C H A P. VII.

Jamaica relieved by the arrival of the fleet and prizes under Sir George Rodney. The Author joins the Tobago sloop of war, and sails on a cruize off Hispaniola.

THE latter part of April 1782 several line of battle ships appeared in sight to the eastward, and soon after we received the agreeable intelligence that Sir George Rodney had, on the 12th of April, totally defeated the French, and that those ships approaching Port Royal were the prizes accompanied by part of his fleet.

Their arrival confirmed this account, and Sir George soon appearing in sight, converted the suspense of our former situation, into sincere joy for the success of British arms. For the middle of February 1782 the French gained possession

possession of the island of St. Christopher's, after a gallant defence of Brimstone-hill under general Frazer; and though every praise was due to the bravery and skill of Sir Samuel Hood, who with an inferiour force opposed the designs of the Count De Grasse, yet the French accomplished their views, by the reduction of the two neighbouring islands, Nevis, and Mount Serrat.

The attack upon Jamaica was now resolved on, and to co-operate with the Spanish fleet, and troops that were collected in Hispaniola and Cuba, the Count De Grasse used his utmost power to collect every possible force, and effect a junction. At this crisis the arrival of twelve sail of the line, under Sir George Rodney, at Barbadoes on the 19th of February, seemed as if fortune, anxious for the preservation of the British possessions, favourably interposed by sending this reinforcement to the West India fleet under Sir Samuel Hood; and by rendering more equal the fleets on each side, to load with higher honour the decision of the contest.

The

The 12th of April the fleets met, when the decisive proofs of victory appeared, by the arrival of the French prizes at Port Royal; these were,

Ships.	Guns.	Men.
La Ville de Paris,	110	1300
Le Glorieux,	74	753
L'Hector,	74	750
L'Ardent,	64	650
With the Le Caton,	64	650
And Le Jason,	64	650

taken in the Mona Passage, after the 12th. The Le Cæsar 74, was also taken, but was set on fire by some accident and burnt.

This action, though I had not the honour to be present at, yet affords particular satisfaction, considering the honour thereby contributed to the British flag, and particularly to my former Captain, Sir Edmund Affleck; who

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being

being Commodore, commanded his division with an eclat that well merited the thanks of the House of Commons.

¶ The largest fleet of men of war that ever was at Jamaica, was now anchored in the harbour of Port Royal, and the inhabitants of Jamaica hereby were not only pleased at their happy relief, but were anxious to shew unbounded hospitality and gratitude to their protectors, amongst whom was Prince William Henry; who in adding to the crown of laurels formed for Sir George, began gloriously a commencement of that wreath, which I hope he may long wear, with honour to himself and country.

Admiral Graves sailed for England in the Rammillies 74, when Rear Admiral Rowley hoisted his flag on board the London, and soon after sailed to cruize off Cape Tiberoon, the western Cape of the island of Saint Domingo. We had in company the Le Prothie 64, the Resource, La Fortunée, and Pallas Frigates. The chief object of the cruize was, to intercept

cept any of the French crippled ships, that might by this passage attempt gaining the ports of Cape *François*, or Port au Prince.

One night, being the midshipman who commanded on the fore-castle, during the middle watch, the weather being moderate, I leaned against the fore-mast, and listened to the stories of the sailors. On a sudden it thundered very loud, and a flash of lightning split from head to heel the very mast I stood against. I received a violent shock, and fell down unable to stir, while the sparks from the mast, beginning to take fire, fell on me, the sailors were dispersed like so many balls; when recovering from the shock, they soon extinguished the fire. I was carried below by two men, nor 'till four hours after, recovered the use of my limbs. The noise of thunder that accompanied the lightning was so loud, that it was thought the ship was blown up. The fore-top-mast was also shivered, and as it was impossible to keep the sea, the Admiral bore away for Jamaica, and soon after arrived at Port Royal.

During

During this cruize our fleet in the harbour of Port Royal narrowly escaped being burnt, for a large ship laden with cables and stores took fire, and breaking from her moorings at the wharfs that lay to windward, drifted among the fleet, and had not every precaution been taken, would have destroyed many of our finest vessels.

The hurricane season approaching, Sir George manned the French prizes, and dividing the fleet into squadrons, in the middle of August rendezvoused in the harbour of Blue-fields, lying to the south side of the island, to the westward of Port Royal. They soon after proceeded through the Gulf stream, and the French ships being safely accompanied to a northern latitude, steered for England, while the body of the fleet returned to the West Indies, under Sir Samuel Hood.

The Admiral that I had been recommended to failed for Europe, and having received letters to Admiral Pigot, who was expected to take the command, I requested the permission of

Admiral

Admiral Rowley to join him ; and in answer was graciously promised every certainty of promotion if I continued on the Jamaica station. This promise from so worthy a man, was flattering to a young officer, and I soon after joined the Tobago of 16 guns, copper bottomed, and commanded by Captain George Martin, a nephew to Admiral Rowley.

Sir Peter Parker in the autumn sailed for England in the Sandwich of 90 guns, leaving the Jamaica station under the command of Admiral Rowley.

We were soon dispatched on a cruize, and in October arrived in the bite of Leogan, a deep bay formed at the east end of Hispaniola, having the French port of Port au Prince situated at its head. We here fell in with a small Spanish sloop laden with mahogany planks, and a considerable number of dollars, which were soon divided, and the mahogany being useless to us, we sunk the sloop, and standing to the northward, worked to windward, and gained Cape *François*. This port carries on a considerable

west

considerable trade, and is of great importance, by receiving the French cruizers and men of war. From hence we came in sight of Monte Christo, a high Cape, some leagues to the eastward of Cape *François*. We had the satisfaction to find our Captain possessed of every amiable quality that could endear him to his officers, and ship's company ; though promoted very young to the rank of Captain, he pursued those measures that were the result of experience, and on every occasion displayed an enterprising courage that did honour to his station.

The Tobago had been taken from the Americans, and in our service carried 16 six-pounders, and was sheathed with copper, a practice lately introduced into the British navy, and particularly adapted for the West Indies, whose seas are subject to worms, that, entering into the unsheathed bottoms of ships, shelter themselves in a hard case, and by degrees eating through, make the hull like a honey-comb, and liable to leak. The copper prevents this, and is also serviceable by remaining clean,
hereby

hereby rendering a vessel, after being long abroad, to preserve her original swiftness of sailing, that is much impeded by barnicles, grafs, or marine excrescences, that wooden sheathings are covered with on long voyages. At first this method was unfavourable, by corroding with verdigrease the iron bolts that secure the hull; to prevent this, sheets of brown paper, well tared, are laid under the copper; or else the bolts are formed of a composition calculated to withstand the corroding quality of the verdigrease.

Our ship sailed exceedingly well, frequently sailing at the rate of nine miles an hour, when close hauled to the wind. And during a calm or very moderate weather. Every attention was paid to improve the men in the use of sweeps, or large oars. Our method was thus: a sweep or oar was run out of every port-hole, and the gun being removed out of its way, the oar was secured by a circular rope called a becket. To each oar we placed four men. And having 16 ports, could use so many oars. A boatswain's mate stood at the main hatch-way with his

his pipe, when the blades of the oars being brought forward, at the sound of the pipe were at once dipped in the water, and drawing a steady stroke, raised the oars, and being again ready, waited the sound of the pipe. This preserved a regularity, and by degrees trained our crew to that perfection, that though upwards of above three hundred tons burthen, they could row her at the rate of three miles an hour. I am particular in mentioning this manouvre, from being perfectly convinced of its utility, and not having seen it practised by small cruizers in general. By this means seven days after taking the Spanish sloop, we captured a large sloop from Cape *François*, bound to America, loaded with sugar and coffee: for being off Monte Christo, we perceived her in shore, and the wind falling, could not have prevented her running on shore, 'till getting out the sweeps, gained on her, when firing our chase guns, obliged her to strike. A party of seamen under the command of Mr. Philip Beaver, (since a lieutenant in the service) went on board, and safely conducted her to Jamaica.

Continuing

Continuing to cruize, six days after came in sight of a brig, when giving chase, took her; she proved a Spanish vessel, bound from Cadiz to the Havanna, with a cargo of flour, wine, and oil, that in the West Indies are very valuable articles. She had several passengers on board, and though made prisoners, were rendered happy by the humanity of Captain Martin.

Steering to the eastward, in the middle of October arrived in the Mona Passage, lying between the small uninhabited islands of Mona, and Monique, and the eastern cape of St. Domingo.

My former ship the London had here lately engaged a French 74, and though the Frenchman carried his point by running himself on shore; yet the well known abilities and courage of captain Kempthorn could never justly be questioned, because his antagonist slipped out of his hands. In this engagement I lost an old mess-mate a Mr. Mowatt, one of her midshipmen; he was a young man, much respected and loved, but fate cannot be removed, for

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being

being stationed during the action on the lower gun deck, a hand grenade entered one of the port-holes, and bursting, sent him to attend his quarters in the other world.

The luxuriant and wooded appearance of the extensive island of St. Domingo, served to enliven our cruize, and the appearance of every strange sail, at once gave rise to exertion and to hope. When the time of cruising being expired, we directed our course for Jamaica, steering along the south side of the island, that being inhabited by French and Spaniards, is known by two names. The northern or French district is called St. Domingo, and the southern or Spanish territory, Hispaniola. This island extends from east to west, four hundred and twenty-six miles, and 124 miles in breadth from north to south. It was one of the islands first discovered by Columbus, and in those days some gold was found on it, but at present its richness consists in plantations of sugar, tobacco, and cotton, particularly on the northern part, which is better cultivated and inhabited than the Spanish quarter. From this island we
came

came in sight of the small flat island of Navasa, lying a few leagues to the westward of Cape Tiberoon, and continuing our course, came in sight of Jamaica, and arrived at Port Royal.

C H A P VIII.

The Tobago sails on an expedition to the Musquito shore. Joins the Indians. The Spaniards surrender the fort at Black River. Returns to Jamaica.

OUR prizes being sold, enabled us by the prize-money, to partake of the amusements at Jamaica, particularly at the town of Kingston, where the different coloured beauties of white's, mestees, mulattoes, and quadroons, gayly adorned by the liberality of the times, attracted the attention of numerous admirers. Their balls were lively and brilliant, and the entertainments of Kingston could no where be exceeded; the island producing beef, mutton, fowl, turtle, abundance of fish on its coasts, also a variety of fruits and excellent wines, either taken from the French, or brought from Madeira. The country round Kingston is exceedingly

exceedingly beautiful, well cultivated, and adorned by the villas of the planters or merchants, who in these parts live in a superiour degree of splendour. These scenes we doubly enjoyed, when contrasted with the confinement of a ship; but as all pleasures are transient, our ship being equipped, joined a small squadron under the command of Commodore Parry, in the *Actæon* of 44 guns, destined to the relief of our settlement at Black River, on the Musquito shore.

In December 1782, the squadron weighed anchor from Port Royal harbour, and steering to the south-west, in a few days came in sight of the small island of Providence, in latitude $12^{\circ}, 45$ N. longitude, $81^{\circ} 30$ W. It is about 150 miles to the eastward of the Musquito shore, and formerly served as a rendezvous to the English pirates and buccaneers, who encouraged by the advantage of its situation to plunder the Spaniards in these parts, fortified it, and carried on those devastations, that though accompanied with the greatest valour, gave too frequent proofs of the greatest inhumanity

humanity. From hence steering to the eastward, arrived at the bay of cape Gracias-a-Dios, on the Musquito shore.

The Musquito shore is a tract of the southern part of North America, between the 13th and 15th degrees of north latitude, bounded on the north and east by the sea, on the west by Honduras, and on the south by the province of Nicaragua. The natives are the aboriginal Indians, and exasperated at the cruelties committed by the Spaniards on their first arrival in America, have successfully opposed their attacks, and enjoy independance. This country produces mahogany, logwood, &c. and from the partiality of the Indians in favour of the English, permit and encourage our settlements; the principal one was near Black River, where a fort was erected, that had been lately attacked and taken by the Spaniards.

The Bay we now lay in was so called by Christopher Columbus, for on getting a favourable wind, he exclaimed, *Gracias-a-Dios!* signifying in Spanish, *thanks to God*. Its shores are covered with wood, intersected with
pastures,

pastures, and the villages of the Indians, who were assembling to accompany the expedition under their chief, a young man calling himself Prince George, from his affection to the British sovereign. Their naval force consisted of large canoes, called Petiaquas, commanded by his brother, entitled Admiral Richard; he was a hearty pleasant fellow, and on his visits on board did not preserve the hauteur of our commanders; for loving rum, he frequently condescended to drink a glass of grog with us midshipmen.

In the mean time the squadron watered, and in a few excursions on shore, we had an opportunity to visit the Indian villages; the houses are at a small distance from each other, supported by posts ingeniously roofed, and the sides formed of wicker-work extending from post to post; the interior space is clean, with a useful though small quantity of furniture, and their hammocks extending from side to side. The Indians are of a middle stature, very robust and active, of a dark copper colour, with thick long black hair; they are very dextrous

trous in hunting and throwing the dart, though many of them are armed with good musquets. Their agility even in war is great, for though they may be inferiour to the regular attack of the well disciplined troops of Europe, yet, bordering on the Spanish territories, they are kept in a continual state of warfare, and preserve an hereditary hatred to their invaders, whom they distinguish by the name of—*little breeches*.—They are well behaved, and seem to maintain good fellowship, without the assistance of the voluminous European works on politeness and good manners, which are too frequently a tinsel, hypocritically made use of to conceal falshood and deceit; and if the Indian gives his hand, or nods his head, it is of as high importance in the true scale of politeness, as the monkey grimaces of a polished fop.

Our copper-coloured allies having assembled their force, Admiral Richard with his canoes, paddled along shore, while our squadron in the offing proceeded to Black River, some leagues to the westward. After two days sail,
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we arrived in sight of the fort that shewed Spanish colours flying, and landing the troops which were embarked at Jamaica, they joined the Indians under Prince George, and prepared for an assault. The squadron cleared for action, and the fort being near the shore, we formed a line, and approaching, were ready to cannonade, when the Spaniards surrendered and restored to us the possession of the settlement; for if they had withstood an attack, the Indians would have butchered every man they found, and it even now required great exertion to prevent the consequences of their resentment.

One of the squadron, the Jamaica brig, commanded by Captain Manly Dixon, captured a Polacre brig, towards Truxillo Bay, with Spanish troops on board, intended as a reinforcement to the fort at Black River. The Tobago had several of the prisoners put on board, among whom was an elderly gentleman a Spanish officer, with whom I formed an intimacy, and by his instructions received im-

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provement

provement in the Spanish language. Being an Irishman, he supposed I was a roman catholic, or as he expressed it, *un buen Cristiano*; but when informed I was not under his Holiness's banner, he was too much of a philosopher to discontinue his friendship: for Sterne's imperial idea, of every man riding his hobby horse, is, in my opinion, also applicable to religion; for though Heaven may have only one entrance, yet many roads may lead to it, and if we can sociably jog on our respective paths, so much the better, although priests or divines may judge otherwise; but as they are more interested in this matter than I possibly can be, I shall therefore drop so nice a subject.

Leaving Black River, the squadron arrived at Jamaica the latter end of January 1783. Soon afterwards accounts were received from England of the loss of the Royal George, with Admiral Kempenfelt and crew at Spithead; also of the dispersion of the fleet that with the prizes had sailed for Europe. They experienced one of those heavy gales of wind, that on the western ocean, are often an over match for the
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the stoutest ships, or the efforts of the most skilfull seamen. The *La Ville De Paris* foundered, and many of my former brother officers perished in her. The *Le Hector* 74, with difficulty reached Halifax, for the officers and ship's company were almost exhausted by continual pumping; and though attacked by a French frigate, beat her off, and got into port. The *Centaur* 74, commanded by Captain Inglefield, foundered, and the Captain, the master, a midshipman with a few men, were miraculously saved in the pinnace, and when at a short distance from the ship, witnessed her loss by hearing the last cries of her crew. The officers and men finding it impossible to keep her clear, and worn out by constant pumping, they patiently waited their fate, when dressing in their best cloaths, the officers joined in one last and melancholy meal. This account was given by Captain Inglefield, after his fortunate arrival at the Azores or western islands. The crew of the *Rammillies* 74, after incredible fatigue, left the pumps, when a few being encouraged by some of the officers, returned to their labour, and kept her above water, 'till
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some merchant ships heaving in sight, received the men on board, who immediately after saw their ship go to the bottom.

These disasters, besides occasioning uneasiness to many individuals, was also a severe loss to their country; but, in such extensive armaments as Britain was obliged to send forth, some accidents must have been expected; for if the perils of land are great, the dangers of an immense ocean are considerably greater.

In May the *Tobago* again sailed on a cruise in company with several frigates under Captain Cotton in the *Alarm*. We passed through the passage called the *Passage of the Gulf Stream*, that running between the west end of the island of Cuba and the main land, sets to the N. E. along the coast of North America. We soon came in sight of the Havanna, lying to the north-west of the island of Cuba, opposite to Florida; it is in latitude 23° north, longitude $84^{\circ} 10$ W. Its harbour is sufficiently spacious to contain a thousand vessels, and yet its mouth is so narrow that only one ship can enter at a time;

time ; here the galleons from Porto Bello, and La Vera Cruz ; also all vessels from the Spanish settlements rendezvous on their return to Spain. The town is well built, and near three miles in circumference, and is the capital of the island. The harbour is well defended, yet was taken by the English under Admiral Sir George Pocock, in the year 1762, after a very obstinate defence ; it was restored to Spain by the treaty of peace 1763, and has received additional strength by numerous forts and batteries since erected. We here met with a few inconsiderable prizes, and a French brig, laden with lumber from the French settlement of New Orleans, on the river Mississippi. The squadron had also a brush with three American frigates, when some ships heaving in sight, and supposing them enemies, we sheered off, and standing to the northward, passed through the passage called the *windward passage* ; between the low sandy islands to the northward of St. Domingo. We thence steered for Jamaica, and speaking a vessel from England, received the intelligence of peace being proclaimed. This was a death blow to the hopes of those young officers who, having nearly
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served their time of six years service, were on the brink of receiving their reward. I was among the unfortunate number, and saw myself deprived of that promotion, I had looked up to. But fortune has been so often blamed, that it would be unjust to revile her; and hoping for a more favourable fate in the revolution of time, prepared to revisit my native country. Most of my brother officers were either drowned on their return to Europe, or fell victims to the fatal fevers of this climate; and catching a violent fever, was indebted to a change of climate for my escape; and arriving among the hospitable mansions of my country, contributed to re-establish my health, that in his Majesty's service had been considerably impaired.

By this peace America gained her independence, and left an example for all governments to consider, *that taxes becoming burthens, can rouse the spirit of a people; also to withstand the arbitrary temptations of a giddy moment, attention should seriously be paid to the proper rights of Man.* For besides the above instance, it
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in some degree led to the glorious emancipation of Ireland, and forming a bright period in her history, where the union of her natives promised a prosperity to their country, that only the machinations of Satan, on his old pretence of difference of religion, can destroy ; but the rock she has too often split on ought carefully to be avoided, as by means of that religious tub we are diverted from the danger, till, divided, we are reduced to slaves.

C H A P IX.

*Embarks on a cruize up the Mediterranean.
Revisits Gibraltar, and arrives at Smyrna.*

HAVING recovered the fatigue of my former voyages in experiencing the hospitality of the county of Meath, and after a few trips in the Irish channel in the Spring of 1785, I arrived in London, intending to pass my examination for a lieutenant, and finding two months of the time unexpired, determined in the mean time to take a cruize up the Mediterranean, and being charged with some dispatches to the British Consul at Tripoly, on the coast of Syria, took my passage in a Turkey trader called the Smyrna, Captain Emanuel Seward, bound to Smyrna, and to touch at Gibraltar. In July we weighed anchor and proceeded down the Thames to Gravesend,

The havoc occasioned by the siege was discernable from the ruined situation of the town, and the innumerable cannon balls and bursted bomb-shells that almost covered the northern surface of the rock. The attention of General Elliot was now directed to restore the works to their former perfection, and to encrease the
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strength of a fortress, that had so brilliantly shewn itself impregnable. To the very summit of the rock an excellent road whereon two could ride a-breast was completed, and towards Europa Point, an extensive place of parade was nearly finished. A vessel with a diving-bell was employed in searching for the guns, &c. that had been sunk in the Spanish floating batteries, and many were found half melted by the conflagration.

The same strict discipline was preserved as during the siege, and at 6 o'clock every morning, the troops for the day's duty were reviewed by the General. I had the honour to be introduced to him on parade, and had the pleasure to receive an invitation to dinner the next day, when arriving at head quarters found an excellent entertainment, and a company of sixteen principal officers. The General eat no meat, and though he abstained from wine, joined in high spirits the conviviality of his table; twice in the year only he drank a glass of wine, one on his Majesty's birth-day, the other on that of the Queen's. I had also the
pleasure

pleasure of meeting many old school-fellows among the officers, and experienced the greatest happiness in the hospitality I received.

The middle of August the Smyrna weighed anchor, and steering to the eastward, proceeded up the Mediterranean. The second mate had been left sick at Gibraltar, and I supplied his place. Sailing along the southern coast of Spain, passed by Malaga, and from Cape de Gatt steered for the south end of the island of Sardinia, which we came in sight of on the 20th. It lies in latitude $37^{\circ} 40'$ N. longitude 28° E. it is 140 miles in length from north to south, and 80 in breadth from east to west: it has a rocky appearance, yet is fruitful in its productions. The government is under the Duke of Savoy. From hence, with a fresh westerly wind we directed our course for Sicily the following day. This island was in sight, and standing to the southward, entered the channel of Malta, which island we discovered a few leagues on the starboard hand; on the left was Mount Etna, which is upwards of 60 miles in circumference at its base, and rises gradually

gradually to an amazing height, and though we plainly saw its summit covered with snow, it sent forth quantities of smoke. The natives called it Monte Gibel, signifying *Mount of Mounts*. Though the first is an Italian, and the latter word Gibel an Arabic word, meaning mountain. Steering to the north-east, came in sight of the rocky southern extremity of Italy, called Calabria; its appearance in the map represents a leg and foot, as if directed to kick Sicily through the Streights of Gibraltar. This forms the western side of the Adriatic, or Venetian Gulf; passing its mouth, on the third of September, saw the Morea or ancient Greece. It has a high rocky appearance, and its vallies are beautiful and fertile; this was part of the ancient Greece, distinguished by the name of Peloponnesus, and contained the small kingdoms of Sicyon, Messinia, Argos, Corinth, Achaia, Arcadia, and Laconia. It remained for a considerable time under the Venetians, till conquered by the Turks, in the year 1715, who by their conquests have considerably diminished the extent of the republic's dominions.

Sailing

Sailing to the southward of the small island of Cerigo, we entered the Archipelago, or Ægean sea, that being much infected with pirates, we got ready whatever arms there were on board, consisting of a few swivels, some muskets and cutlasses, sufficient for our small crew of twelve men. The Archipelago is that part of the Mediterranean which lying to the north-east, communicates with the Black Sea, by the passage or Streights of the Dardanelles, that divides Turkey in Europe from Asiatic Turkey, and on whose northern banks stands the city of Constantinople. This sea is bounded on the north and west by part of Turkey in Europe, and the Morea; on the east by Turkey in Asia, and on the south by the line formed by the island of Candia, extending towards the coast of Syria. The intermediate space contains numerous islands, subject to the grand signior; they produce abundance of fruit, silk and vines, and each island has a wine peculiar to itself. The greatest part of the inhabitants are Greeks, descended from ancestors, whose actions were the admiration of the earlier ages, and thereby excite pity

pity for the enslaved condition of their posterity. Through these islands lay our course to Smyrna, and the varied prospects arising from fruitful vallies, contrasted with the lofty and fable appearance of the mountains, much enlivened our passage.

It is a general custom for ships to take a Greek pilot at the island of Milo, that rising to a considerable height is very conspicuous among the islands that surround it; but the Captain relying on his charts, we determined to be our own pilots; when leaving Milo on the right hand, passed a cluster of islands, and came in sight of Cape Doro, situated on the continent. We thence directed our course towards Scio, that lies opposite to Natolia, in Asiatic Turkey.

In the evening of the 12th of September it blew strong from the northward, and had scarcely furled our top-sails, when it increased to a raging storm, with a high sea; night soon came on, and the short distance from shore to shore, obliged us frequently to change our
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tacks. After a fatiguing and awful night, we found ourselves in the morning, to the southward of the island of Scio, and the gale not having abated, the Captain proposed bearing away, and lye too under shelter of some of the islands to leeward; perceiving there was plenty of sea room to drift, I advised him to keep close to the wind, when probably the weather would grow moderate. This plan he followed, and fortunately the storm abating, towards evening set our top-sails and continued to work to windward, to gain the entrance of the Gulf of Smyrna. These gales in the mediterranean are sudden in their rise, very violent, but in general of short continuance, attended with a short sea, far more dangerous than the swellings of the greater oceans. This northerly gale, (called in these parts a Tramontane,) as we were afterwards informed, did considerable damage; a Turkish line of battle ship, several merchant ships, and many lives being lost.

On the 15th, came in sight of Cape Caraborno, that lies on the right of the entrance
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of the Gulf. Caraborno signifies in the Turkish language, *black nose*, as in appearance it pretty much resembles one. Doubling this Cape, proceeded down the Gulf, and the following day saw the Turkish city of Smyrna, that being built on the flant of a hill sloping towards the sea, presented a beautiful view of its mosques; and the ruins of a large castle on a hill overlooking the city, crowned that prospect, which was extensively composed of buildings, and the groves of cypress trees, that in Turkey distinguish their burying grounds. Having passed a castle that guards the entrance of the harbour, we hoisted our colours, and being saluted by the English vessels, anchored at a small distance from the city, among the numerous ships that were here assembled from most parts.

C H A P. X.

*Description of Smyrna. Embarks in a French
Ship for Egypt.*

BEFORE I left London, I was favoured by a worthy friend, Mr. Paul Smith, with letters of introduction to Messrs. Richard and Edward Lee, from their father, and in consequence received every politeness and hospitality possible; and as I remained a fortnight at their house, had in the interim sufficient leisure to make excursions through the city and the adjacent country.

Smyrna is the second city of importance in Turkey in Asia, and being favourably situated for commerce, at the bottom of a gulf that bears its name, carries on a considerable trade

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with most parts of Europe, receiving for European commodities the produce of Asia, that by caravans are brought here; consisting of silk, cotton, drugs, mohair, Turkey leather, figs, raisins, &c.

Most of the European states have their consuls, particularly the French, English, Dutch, Venetians, and Russians; who residing for the protection of trade, live in an elegant and splendid manner; besides many respectable families uniting sociably, and forgetting European jealousies, form a most agreeable society.

The buildings and dress of the Turks, so different from those of Europe, affects the stranger by their novelty; for the streets are exceeding narrow, not permitting a loaded horse to pass without jostling the passenger on either side. Their mosques are numerous, and their steeples, called Monarets, are beautifully built, similar in form to the monument in London; with a gallery projecting near the top, where at the hours of prayer their priests or imans, in a loud voice, call the Turks to worship;

worship; for bells are not made use of either in their mosques or houses. These mosques are of good architecture, the inside divided by rows of pillars, with marble floors undivided by pews, and from pillar to pillar lamps are hung from the walls; a kind of pulpit projects for their priests to preach from, by explaining the Alcoran. On entering the mosque, every Turk leaves his slippers at the porch, and their worship is to one undivided God, and considering Mahomet as his prophet. They consider the christians as a well informed and ingenious people; but are surprized at the idea, as they express it, of dividing our God into three parts. Their morality is good, and in general are remarkable for honesty in their dealings, for if you suspect their honour in that respect, they reply, in a haughty manner, *do you take me for a christian?*

In Europe the fronts of the houses toward the streets are set off with taste and ornament; but here, a dull gloomy looking wall, with small windows, forms part of a dwelling, whose rooms are decorated with the pomp of
Eastern

Eastern magnificence. Here are several khans, or caravanferas, that being built in a quadrangular form, enclose a square, where the camels or horses of the caravan load or unload, and the sides are divided into rooms, for the reception of travellers or merchandize. The principal goods belonging to the Turks are deposited in a long range of buildings, called the Bazar, or Bezestin. The sides are divided into shops, and being arched at top, resembles a covered street. This method of building is to prevent fire, and having large gates at their entrances, are shut and locked every night.

Smyrna is frequently visited by the plague, and the last year had swept off twenty thousand of the inhabitants, nor could a stranger on his arrival the present year, have believed it, considering the thronged population of the city.

The principle reason why so many are cut off by the plague, arises from the Turks being rigid predestinarians; for even at the highest pitch of the disorder, they seem not even to have the smallest fear from its communication,
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and converse together as if threatened with no danger; whereas the smallest observation must point out the fatal effects.

Le Brun arrived here during the plague, and remarks " though the Turks seem not to be
" afraid of this terrible distemper, yet the
" desolation and misery to be seen there, upon
" that occasion, is past description. The cries
" and groans last day and night, so that hardly
" a moment passes without hearing them;
" and when any one is at the point of death,
" they hire persons to mourn over them night
" and day, for a certain price: so that in the
" time of a plague, these mourners make sad
" and dreadful howlings, because of the multi-
" tude of those who continually die, and are
" carried out to their funerals."

This distemper is a kind of inflammatory fever, that comes soon to a head, and at the crisis, in general forms a bile that, nineteen times out of twenty, is instant death; but if this bile forms in some fleshy or softer part of the body, the patient sometimes escapes An
opinion

opinion prevails in Europe, that if a person has thus once escaped, he is proof against it in future, similar to the small pox. But I can on good grounds refute this belief, from the many instances to the contrary told me by respectable authority. The occasion of the plague is variously accounted for; some attribute it to a peculiar quality of the soil that has been subject, from the earliest ages, to a similar distemper; while others place it to the filth and uncleanness of the Turks, without considering that they are remarkably attentive to the articles of their religion, which particularly requires frequent ablutions.

The dress of the Turks is very majestic. . . the turban has a much grander appearance than a hat, and their clothes are good and costly; their gait is slow, and they are always armed with pistols and a sabre at their girdle. That part of the city inhabited by the Europeans (who are here called Franks) lies to the north-east, bordering on the harbour, and called

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called Frank-Breest, where the merchants houses
are convenient and elegant, with wharfs at the
rear, convenient for commerce.

After the business of the day, the consuls
and principal merchants assemble to spend the
evening at a building, called the *Cafina*, where,
in apartments richly fitted up, they enjoy the
relaxation of cards or news, with tea, coffee,
and other refreshments.

The country round Smyrna is very beauti-
ful, the vallies planted with cotton & vines,
are enlivened by quantities of fig, olive, and
pomegranate trees. The villages at a distance
are distinguished by the cypress trees that grow
in these parts to an immense size, and inter-
spersed are the villages of the Turks, or Eu-
ropean merchants, adorned with beautiful and
extensive gardens. The brown sable appear-
ance of rocky hills serve to contrast and
heighten the prospect; and among them are
innumerable

innumerable traces of antiquity, that would give pursuit and satisfaction to the scientific traveller.

I accompanied the Mr. Lees, on an agreeable excursion, to their country residence, four miles from Smyrna, and found their hospitality extended to both town and country. Indeed the many civilities I received from different families, (particularly from Mr. Van Lennap, a Dutch merchant, I can never forget, and must always cause me to remember Smyrna with gratitude and pleasure.

One of my excursions was to visit the ruins of the castle that overlooks the city; it was built on the summit of a hill, and is supposed to have been erected in the times of the later Greek Emperors, when fortifications and walls of cities were composed of the finest marble. The interior works of the castle have paid the last tribute to desolation, by having the materials carried away to appear in a new form in Turkish buildings. However
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many of the vaults are by their size and architecture, sufficient proofs of the importance this castle must have once possessed. The walls are yet standing, and near the northern gate is the bust of the amazon Smyrna, who is supposed to have founded the city. This figure is rudely cut in a marble slab, and is about three feet high; but the Turks, having an aversion to images, or any representation of the living, whether man, beast, or fowl, have beat off the nose, and otherwise injured its appearance. Upon the northern side of the hill, looking towards the bay, formerly stood one of the finest amphitheatres in Asia, being of white marble, which the Turks demolished in the last century to build a Bezestän, and Caravanföra, that are certainly among the chief ornaments of Smyrna.

This amphitheatre was either built during the reign of the Emperor Claudius, whose name was discovered on a pedestal of the building; or in the time of Gallienus, as a pot of medals all of that Emperor's family, or

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of other princes reigning at the same period, have been found in digging up the foundations.

One particular that attracts the attention of a traveller into Asia, is their sheep, differing from those of Europe by the immense size of their tails, that, when exposed to sale, appear a large round lump of fat, weighing each from twelve to thirteen pounds. Their mutton is very good, and is esteemed superior to the beef in these parts. This breed of sheep is not peculiar to Asia, as that of Africa at the Cape of Hope, exactly resembles it.

Though beautifully situated, Smyrna has been reckoned unwholesome, on account of the excessive heats, during the summer, that are reflected and encreased by the mountains; it is also subject to earthquakes, that have at several times almost destroyed the city, particularly in the year 1688, when great numbers of buildings were thrown down, and four or five thousand persons destroyed in the ruins.

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The European merchants retired to the island of Scio, till Smyrna being re-built, they returned, and restored their commerce to its former channel. It is on these melancholy occasions that the strongest examples are presented, of the effects attending difference in religious opinions; for during an earthquake, the Turks being predeterminants, silently await their destiny, and remain under the very walls that are trembling above their heads; while the christian quarter of the city re-echoes with the cries and doleful lamentations of an affrighted people. This I have been assured from the best information, and being no professed predeterminants, mention this circumstance in justice to the manly and patient effects of the predeterminant belief.

My stay at Smyrna was protracted by the expectation of finding an opportunity to arrive at Syria, by some caravan that might assemble for those parts, particularly for Aleppo; but this seldom offers, and a French ship, called the *L'Aimable Aimée*, being bound for Alexandria in Egypt, I resolved to pursue
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that route, as by the convenience of shipping, from port to port, I might sooner arrive at my destination, than by waiting for a caravan. I therefore engaged to pay fifty piastres for my passage, and taking leave of my worthy friends, weighed anchor from Smyrna the beginning of October, and steered to the northward, to clear the Gulf. The captain's name was Le Blanc, a sensible and experienced man. Several Turks were passengers on board, also some copper coloured Africans, who had partly freighted the ship with pigs to dispose of in Egypt.

Having doubled Cape Caraborno, our course lay to the southward, when the wind began to blow fresh against us, captain Le Blanc bore away, and in the evening anchored in a bay, situated on the continent, and opposite the island and town of Mytelene. We here found a Turkish brig of 12 guns lying at anchor: captain Le Blanc hoisting out the boat, went to pay his respects: I accompanied him, and on our arrival on board the brig, were shewn to the great cabin, and on the farther side beheld

beheld the old Turkish Commander, sitting cross-legged on a carpet, armed with a sabre and pistols, who by the venerable length of his beard, pretty much resembled a he-goat, armed *cap-à-pied*. Having saluted him, we formed a circle, and sitting down, were presented with Turkish pipes, not like the puny brittle tobacco pipes of Europe, but four or five feet in length, ornamented with a handsome mouth-piece. Coffee was brought in, and according to the Turkish custom, without sugar. The Turk informed us he had sailed from Constantinople in quest of a pirate that had lately committed depredations in the Archipelago. When after some conversation in the *lingua Franca* (a kind of broken Italian) and having finished our pipes, we took leave and returned to our ship.

The following day, the wind shifting round to the northward, we set sail and proceeded on the voyage, passing through the channel formed by the island of Scio and the main;

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on our right-hand lay the town of Scio, situated near the sea, and on the left perceived the bay and town of Chysmi. In the harbour of Chysmi the Turkish fleet were attacked and set on fire by the Russians, in the year 1771. The present Turkish Captain Basha, who by his experience and attention has brought the Turkish navy to some small degree of discipline, was at that time a private captain in their fleet, and on the appearance of the Russians, at a council of war, advised slipping their cables, and to fight the Russians in the open channel. His opinion being overruled, they remained at anchor, and by fire-ships, and a smart cannonade, were totally destroyed. The present Captain Basha swam on shore, and those sailors who escaped, on arriving at Smyrna, exasperated their countrymen, on account of the supposed assistance we had granted to the Russian fleet, and threatened our merchants with a fear of being massacred.

Sailing past this bay, left the Islands of Nicaria and Teurni on our right-hand, and came in sight of the western cape of the once celebrated

brated island of Samos. This Cape lay on our left-hand, and is very steep and high. The sailors relate, that from sea, a light constantly appears here during the night, but is invisible to those on shore. On this subject the ingenious French traveller, Monsieur Thevenot, says, " he saw this light, and considered it attentively for the space of an hour ; it appearing to be about two hundred paces from the sea side, rising and falling like a candle, and in short he believes it miraculous."

On the other side, Monsieur Tournefort, not quite so superstitious as his countryman, says, " he is persuaded of the contrary; and supposing such a fire was ever perceived, doubts not but it was kindled by the monks or shepherds, partly to divert themselves, and partly to keep up the belief of the *great miracle*, as it is called by the priests of the island."

This has the appearance of a philosophical and just conclusion, as the most astonishing miracles, or preternatural appearances have,
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in all ages, *when analyzed*, been clearly proved to be the offspring of invention, or design; and to corroborate the above supposition of Monsieur Tournesfort, I can testify, that though informed by captain Le Blanc of this light, I failed past the Cape, during a fine night, and never once saw it. Perhaps, the fathers having the gift of omniscience, supposed any efforts of their legerdemain would be misapplied, in attempting to convince a nautical heretic.

We touched at this island, in order to land some of the passengers, and thereby had an opportunity of taking our guns and seeing the interior part, where we found abundance of game, such as snipes, woodcocks, thrushes, woodpigeons, and partridges, that in these parts, considerably larger than the English partridge, being more strongly marked, and with red legs.

The inhabitants are Greeks, and subject in common with the other islands to the Turkish government.

government. On one of these excursions, Captain Le Blanc being an excellent shot, we were returning towards the ship loaded with partridge, when in a craggy defile saw some Greeks approach, they were armed, and not liking their appearance, we quickened our pace, and gained the top of a hill, where we plainly saw our ship, also the Greeks advancing up the mountain. On a nearer approach, we fired a shot over their heads; they stopped, and preparing to attack us, made a signal with a handkerchief for the boat to land, the boat putting off, we again fired towards them, when seeing they had met with no easy prey, made off, and left us to return on board.

Weighing anchor the following day, saw the island of Rhodes stretching from east to west to a considerable extent. Steering to the south-east, past close to the mouth of the harbour once celebrated for its colossus.

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This is a rendezvous for part of the Turkish fleet, and we perceived several men of war at anchor. The harbour is well sheltered and close to the city of Rhodes, that is large and well-built. On the right was a high mountain, flat on its summit, where the knights of saint John of Jerusalem bravely defended themselves against a very numerous army of Turks, 'till betrayed by one of their number, who fixed a note to an arrow, and letting it fly towards the Turkish camp, informed them where to make an attack; which being done, obliged the knights to surrender. This was some time after they had been driven from the Holy Land, and had taken possession of the island of Rhodes, from whence they retired to, and fortified the small island of Malta; and so great a respect have the Turks at this day for their valour, that they will not permit the houses of the knights in the city to be violated or destroyed. Continuing our course to the southward, on the 25th of October saw a tower on the low

low sandy coast of Egypt; this was called *Tour des Arabes*, or Arabs tower; and the port of Alexandria lying to the eastward, we directed our course towards it, and in the evening anchored near the city of Alexandria.

CHAP.

C H A P. XI.

*Description of Alexandria and Pompey's Pillar,
Embarks for the Island of Cyprus.*

THE coast of Egypt lies low, and the marks to know Alexandria, are two small hills formed of the ruins and rubbish of the ancient city, together with Pompey's Pillar.

On my arrival I waited on Signior Rosetti, an eminent Italian merchant, to whom I had letters, and during my stay at Alexandria received every hospitality at his house. To have a proper idea of this city, let the reader imagine a sandy Isthmus, extending from the main land towards the north, and its extremity dividing into two branches, enclosing two

two harbours; the eastern one is for the reception of christian vessels. Its entrance is guarded by a large Turkish castle, called the Farillon, built on the scite where formerly stood the Pharos, or light-house, one of the seven wonders of the world.

This harbour is almost choaked up with sand, except to the northward, where the narrow space for anchorage obliges the ships to be close moored abreast. This harbour is exposed to the north-east, and some years ago, upwards of forty ships were at once drove on shore. This was occasioned by the foulness of the ground, chafing the cables, so that when the outermost ship parted her cables, she drove on the next, and so on, 'till all were lost.

Some authors have remarked, that this happened during a gale from the north-west; but it could not have been, as the harbour is well sheltered

sheltered from that quarter. This is also called the New Port. That to the westward, called the Old Port, is much better, having more space and deeper water; and the vessels belonging to the Turks are the only ships permitted to anchor here.

On the sandy isthmus stands the present city of Alexandria; it is meanly built, yet has some good mosques, and several excellent houses bordering on the christian harbour, where the consuls and merchants reside. At a short distance to the south-east, and bordering on the New-harbour, are the immense ruins of the antient city. Its extent can be traced by the walls that in some places are entire, and flanked by large castles about 200 paces from each other, with smaller ones between. The intermediate space presents an awful picture of the instability of earthly grandeur, which formerly this city eminently possessed;

possessed; being built by Alexander the Great, on account of the convenience of its harbours, the only good ones along the coast of Egypt; and thereby becoming the staple for merchandize, arrived to a great degree of consequence.

Its walls are four leagues in circumference, in some places the marble pillars of the porticos of its palaces are yet standing, while the beautiful Mosaic work of the marble floorings now form an almost undistinguished level with the sand.

The present city is supplied with water from the reservoirs of old Alexandria, that by their excellent architecture, have withstood the devastation of time near 2000 years, being now almost entire; these are filled with water from the river Nile when it overflows; being conducted by an aqueduct or canal, the distance of 36 miles-

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The front of Cæsar's palace is standing, also part of Cleopatra's, that lay near the walls facing the harbour. Amidst these ruins stands a large Turkish mosque, as if to deride the minuter speculation of religion; for paganism having reigned here triumphant in the earliest ages, was succeeded by the milder doctrines of christianity; and on its decline is erected the standard of Mahomet.

On the northern boundary of the city, and near the beach, are Cleopatra's needles, two large shafts of Thebaic stone, covered with hieroglyphicks; they are of a square form, sloping towards the top; one is yet erect, being a single stone, near sixty feet high, and seven feet square at the base; and at a small distance the other lies reclining, and half buried in the sand.

At near a mile distance from the southern gate of the old city, on a small sandy eminence

nence stands Pompey's pillar, and christians being not permitted to appear on horseback, I was obliged to mount an ass, and attended by a Janissary as a guard riding in the same fashionable manner, we thus rode towards the pillar. The natural slowness of these animals was as conspicuous in Egypt as in Europe, obliging an Arab, who accompanied us on foot, to quicken their pace with a goad; and on a nearer approach, was struck with surprize and admiration at the beauty and magnitude of the pillar. We alighted and made several circuits round this immense column, that justly attracts the notice of travellers. It is composed of a party coloured granite; its base is a square, 15 feet on each side, the shaft and upper part of the base is of one entire piece, 90 feet in length, and 10 feet in diameter; this is crowned by a beautiful capital in the Corinthian order, with palm leaves; the entire height is 114 feet, and stands on layers of stone bound together with lead; the surface

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of the shaft is perfectly smooth, thereby shewing to advantage the colours of its marble, that are blue, white, and red ; but the red predominates. The learned have been divided in opinion, whether it is a real marble, or only a composition ; for as no traces are left of a quarry that could have produced such pieces, it has been supposed the carriage of them from a great distance to have been impossible ; therefore, with great difficulty chipped off with my knife a few pieces from the base, that is of the same marble of the rest of the pillar, and since presented them to the Museum of Trinity College, Dublin. From the appearance of these pieces, also considering that the efforts of the ancients were almost equal to any undertaking, I take the liberty to give it as my opinion, that it is a real marble, and not a composition. For ages no attempt had been made to get to its top, till the eccentricity of some English sailors belonging to a ship then at Alexandria, pointed it out as a pleasant situation to drink a bowl
of

of punch, and enjoy an extensive prospect. Many contrivances were thought of, but in vain, till having procured a paper kite, flew it exactly over the top of the pillar, and on its falling, left the twine across; by this a strong rope was hauled up, then another, till having formed a ladder, they ascended, and where, from below, it hardly appeared possible for two persons to find room, they contrived to stow away eight, and enjoyed their bowl of punch, to the astonishment of all Alexandria. This attempt led to a discovery, that otherwise many ages might not have disclosed; this was, finding on the top, the foot and ancle of an immense statue, that formerly was there erect, supposed by some, to have represented Pompey, and by others, the Emperor Severus.

A vessel belonging to the small republic of Ragusa was soon to sail for the island of Cyprus.

Cyprus, I agreed for my passage, but from a violent gale of wind blowing from the N. N. E. was detained longer at Alexandria. I therefore visited several of the Turkish line of battle ships at anchor in the old port; I found most of their guns badly mounted, and their carriages and decks in a very dirty condition. The active part of duty is left to Greek sailors, while the Turks sit sinoaking between the guns; and from every appearance, an English 40 gun ship would be a match for their 74.

The Malta cruizers give them perpetual trouble as the vow made by the knights is, never to make peace with the Mahometan states. Not long since a ship belonging to Malta had taken so many prizes from the Turks, that a large ship of force was fitted out by the Grand Signior on purpose to take her. Cruizing among the islands of the Archipelago, in the dusk of the evening, came up with the Maltese, and supposing him a large merchant ship, enquired if he had seen
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the Malta cruizer, and desired he would remain near her during the night. In the mean time the Malta Captain prepares well for action, and at day-break when the Turks, according to custom, ascended on deck to address their prophet, the Maltese pours in a few broadsides that obliged the Turk to strike his colours.

The different colours I saw were green or red with a crescent in the center; on the whole they are bad sailors, and bad disciplinarians, and though possessed of courage, it is counteracted by their aversion to improvement. I thence paid a visit to a monastery of franciscans, built among the ruins, where the fathers are comfortably lodged, have an excellent garden filled with date trees, and a good chapel. This building, like most monasteries, resembles a kind of fortification, and is here extremely

tremely necessary to prevent the attacks of the thieving wandering Arabs, who skulk among the ruins.

The trade of Alexandria since the discovery of the passage to the East Indies, round the Cape of Good Hope, has gradually declined, as the chief of the East India merchandize, that formerly came up the Red Sea, and rendered Alexandria a repository, is brought to Europe round the Cape. Some Consuls are stationed here, viz. a French, Imperial, Russian, and one from the Italian states; but from the decrease of the English trade to these parts, no English Consul resides at Alexandria.

The French Consul is the only European that has the privilege of riding on horseback. The inhabitants are a mixture of Turks, Egyptians, and Africans, and are a turbulent
deceitful

deceitful set ; they are subject to the Grand Signior, but frequently revolt ; preserving that unsettled character they have long been noted for.

The storm abating, I bid adieu to Alexandria, and on the 8th of November sailed and directed our course towards the island of Cyprus, lying to the northward about a hundred leagues distant.

The vessel I had embarked in was a Polacre brig, called the *La Conception*, belonging to the republic of Ragusa, situated in the Gulf, and opposite to Venice ; the Captain's name was Mattheo, a good sailer and a pleasant fellow. We had some passengers on board for Cyprus, a Turkish family and two Franciscan friars ; being mess-mates, they were obstinate during the voyage in contending that the only passage to heaven was through St. Peter's gates ; and I as obstinate in defending

our

our English entrance, through St. Paul's. Most miraculous tales were related to refute me, but considering them only as so many nine-pins, I rolled them down with the audacious bowl of a heretic.

However warm were our religious disputes, they did not prevent the friendly enjoyment of some excellent wine we had on board, and tho' our thoughts and words were concerning the safest deposition of our souls, being only lodgers, the care of our bodies was committed to the attention and skill of captain Mattheo; who, after a pleasant passage of four days, brought us in sight of the island of Cyprus.

C H A P. XII.

Arrives at Lernica. Hospitably received by the English Pro-consul. Embarks from thence in a Saïque for the Coast of Syria.

WE anchored in the bay of Lernica, situated on the south-east part of the island, and landing with my father confessors, I met in the town of Lernica, Signior Nicholas Caprara, a Venetian gentleman, who then acted as English consul; receiving an earnest invitation to his country-house, we mounted his phaeton, while the Franciscans pursued the route to their monastery.

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This island, once famed for being the residence of Venus, and where her votaries at the temple of Paphos (towards the western end) paid homage to the rites of love, has, since those poetic and enraptured days, shared in those vicissitudes occasioned by the crusades and other wars; and from the government of the Venetians, passed into the hands of the Turks in the year 1570; and is now governed by a Beglerbeg and seven Sangiacs.

The island is not so highly cultivated as it might, owing to the indolence of the inhabitants who are chiefly Greeks: yet it produces great quantities of silk, cotton, fruits, wine and oil. The Cyprus wine is much esteemed, being rich and straw-coloured, and generally of a great age before it is used, owing to the custom among the Greeks of burying great quantities of the present vintage,

tage, whenever a son is born ; nor is it opened till he is of age. The Cyprus wine brought to Europe is of a pale colour, but I have frequently drank red wine at Cyprus of a great age and very good, particularly at Monsieur Altier's, the French consul. Every kind of provision is here exceeding cheap, besides many articles that, to a stranger, are luxuries. A small bird called Becca Figa, is esteemed excellent, as it feeds on fig-leaves, from whence it takes its name in the Italian. The natives excel in the whiteness of their bread, as one chief employment of the women is to clear the corn from dirt.

In company with Signior Caprara, I made an excursion towards the western part of Cyprus, and found the women in general possessed of those charms and condescending graces that has formed their character, and perhaps occasioned Venus to erect her Paphian temple

temple there. The same favourable disposition still subsists, nor could they have any objection to the foundation of a second temple.

The Greeks are allowed the exercise of their religion, and have many good churches; they are adorned with paintings that may be supposed excellent, but they are truly diabolical, representing demons and devils thrusting sinners into hell with spears and pitchforks; and with as little ceremony as a baker would fill his oven. But the human mind varies, and these terrible spectacles may serve to model many jog-trotting chivilians, who, not susceptible of regard through love, are converted by fear.

A Greek church at Lernica is said to contain the bones of Lazarus, and is therefore called L'Eglise de Saint Lazare; a common practice in this sublunary world, to starve
and

and persecute the wretched, while living ; and at their death to apply the title of saint or martyr, as a salvo. Similar to a brother officer of mine, who existing through the term of his midshipman's time, thought to give his friends no farther trouble, and died : the following promotion two years afterwards, he was on the list of lieutenants ; and if registered in heaven by the recording angel, *no doubt but it was blotted out with a tear.*

The hospitality of the worthy Signior Caprara, by a familiarity to the civility I had universally met with in this quarter of the world, obliges me to advise every eastern traveller, however rich, not to confide too much on his purse ; and therefore to supply himself with letters of introduction, that are, in these parts, paid every attention to.

I possessed

I possessed no higher rank than a disbanded midshipman, but enjoyed every comfort that hospitality could point out. The French language is the master key to conversation among the Europeans in Asia; and the next in service is the Italian, the favourite language of the ladies, and whereby a stranger may understand the *Lingua Franca* that is frequently spoken by the Turks and Greeks on the sea coasts.

Every respect is paid to an English traveller, but let his reason correct that distant pride he is too frequently subject to; for as this foible is known to most foreigners, he should be the more affable, to avoid the lash of criticism and remark.

Many of the Cyprians pay great attention to improve the singing of Canary-birds, by darkening the cage, and often playing soft
tunes

tunes on an organ made for the purpose. I have thus heard them sing in an admirable manner, and when taught, are very deaf. A few years ago, a Turkish sailor purchased one of these Canaries at a considerable price from a Greek; some time after, a Turkish line of battle ship anchored in the bay of Larnica, when the sailor landing, met the Greek and told him, he had presented the bird to one of the Grand Signior's favourites, in the seraglio; and by her interest obtained the command of the man of war just arrived. If our English Admiralty were as susceptible to the feelings of promotion, I should with pleasure have brought them half a dozen.

Mr. Vernon, brother to the Admiral, and Consul for Tripoly on the coast of Syria, residing at Aleppo, the port of Latichea, was the most convenient place to embark for, and
after

after some delay hired one of the large half decked boats, with latteen sails that are commonly navigated in these parts, and called a Saïque ; she was about twenty tons ; my crew consisting of four Assyrians.

The fortnight I had so agreeably past at Cyprus, made me regret the necessity of bidding adieu to Signior Caprara, and many other friends ; when the wind blowing from the north-west, we weighed anchor the 28th, and directed our course towards the mountains of Syria, that lay distant to the eastward, about thirty leagues. The cabin of this Assyrian packet was under the fore-castle, and placing my bed on one side, and trunks on the other, found the intermediate space sufficiently large, to permit smoaking a pipe, or looking at the Italian grammar, which was now my most useful vade mecum ; and having thus regulated

regulated the furniture of this marine sanctum sanctorum, I occasionally visited the deck, and observed the manœuvres of my Assyrians, and found the reis, or master, a steady elderly man, who superintending the steerage, directed his turbaned countenance to the mountains, that began to appear above the horizon. Finding he spoke the *lingua Franca*, I applied the more assiduously to my grammar, and by understanding French, could hobble out some conversation. He appeared affected with some painful disorder, and had every now and then a parcel of hot cinders rowled up in a cloth, and on which he sat down as a remedy. They believe all Europeans to be physicians, but being dressed as an officer, he could not directly form that idea; but as it might not be impossible that I had some smattering of the science, he ventured to ask my opinion. I told him that the hot embers might dulcify

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the acuteness of the pain; and in short, as no other medicine could then be procured, he must consider it the *neplus ultra* of relief. A good fire being constantly kept on the ballast, he continued to receive the dulcifying supplies; and on first sitting on them, resembled, as the old saying is, *a hen upon a hot griddle*.

C H A P. XIII.

Takes shelter at the Island of Tortosa. Arrives at Latichea, and proceeds by a caravan towards Aleppo.

THE following day, the sun rising beautifully to the eastward, discovered the coast of Syria, and mount Lebanon, to the south-east. The port of Latichea was about six leagues ahead, and a fine breeze seemed to promise a delightful passage; but Boreas, as if enraged at our quackery, from a pleasant north-west wind, changed on a sudden to a northern gale, and blew a storm.

Latichea lay three points under the lee,
and I advised my patient to carry a taught sail,
and

and endeavour to reach his port. He continued to bear away, paying a compliment to the nautical abilities of my countrymen, by saying, "*Signior, non siamo Inglese,*" "*Sir, we are not English ;*" thereby meaning, according to our custom, that he could not keep the sea. Bearing away we run to the southward, along the coast of Syria, and in the evening sheltered, by anchoring at the small island of Tortosa. This island is scarcely more than two miles in circumference, yet was of considerable importance during the holy wars, as the ruins of its fortifications plainly discover their former strength. It lies about six leagues to the northward of Tripoly, and a league distant from the coast of Syria, and opposite to the large town of Tortosa. The harbour is on the east side, and secured by a mole, which according to the Turkish custom, is suffered to fall into decay ; and its ruins contribute

tribute to choak up the anchorage, that is already too small to receive a large vessel.

I landed, and found the small town inhabited by a mixture of Turks and Assyrians, from whom we procured a supply of wine and bread. Near the town is a large castle, calculated to frighten at a distance, but on a nearer approach, its ruined situation almost excites pity. The few guns it presents through shattered embrasures, are badly mounted, and if fired, endanger their bursting, or the tumbling of the walls; yet the same caution is used to prevent the eye of curiosity examining this bulwark, as in the first arsenal of Europe, but from different motives.

The western side of the island towards the Mediterranean was lined with an immense wall, whose foundation is composed of the largest stones I had seen, being mostly ten feet

feet in length, and near five in breadth; within these are the reservoirs under ground, where the water and provisions were lodged. They resemble wells widening to a considerable breadth at the bottom, and plaistered with a composition, that was proof against fluids. The top is small, and covered with a flat stone on a level with the earth.

Passing near the residence of the commandant, I received an invitation to dinner, and ascending some stairs, found the Turk sitting in state, conversing with my Syrian Captain, and to whom probably I was indebted for the civility. Dinner was soon served up, and placed upon a round table, elevated half a foot from the floor, and sitting cross legged on a carpet, helped ourselves with spoons, as the Turkish manner of dressing meat renders knives useless; for if a fowl is boiled in the pilau,

pilau, it is so overdone, that it is in pieces when at table. Nor do the Turks ever use entire joints boiled or roasted; chiefly living on rice, macaroni, and dishes that are simple, though well cooked. A servant in waiting helped us to sherbet, a liquor resembling lemonade, and of a very pleasing flavour. Our repast ended, pipes and coffee were immediately brought in, and in the afternoon retired to look after the crew, who were regaling themselves round an excellent fire on the beach, and while their supper was preparing in a large kettle suspended on three sticks, they closely embraced their flasks of wine, that by degrees inspired the delivery of some good songs.

Mount Lebanon, though at some distance, seemed near, and considerably overtopping the other Syrian hills, might with great propriety
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be called the "lofty Lebanon." This island of Tortosa is called *Ru-ad* by the Turks, and is supposed to be the ancient Arvad or Arphad, mentioned in the Scripture; and by the Greeks and Romans, called Aradus.

The next morning the wind blew fair from the southward, and setting sail, coasted along, and by the help of oars, and a light breeze, arrived the 8th of December, at the port of Latichea.

Latichea was formerly called Laodicia, and frequently mentioned in the New Testament. It lies some leagues to the southward of Scanderoon, and in longitude $36^{\circ} 50'$ E. latitude $35^{\circ} 30'$ N. The harbour is secured by a strong wall, projecting in the sea, and on the left-hand of its entrance is a large castle of a square form, but at present in a ruined state; the
custom-house

custom-house and a few other buildings are erected near the harbour, but the town is half a mile distant towards the country, where I waited on monsieur Olivier, the French Consul, to whom I had obtained letters at Cyprus. A considerable trade is carried on by the French, and many merchants of that nation are settled here; the country to a considerable extent around is flat, and produces a mild sort of tobacco, universally liked and known, throughout Turkey, by the name of Latikean tobacco; for though the Turks smoke great quantities of tobacco, yet it is much weaker than the mildest we receive from Virginia.

The friendship of Monsieur Olivier rendered agreeable the short stay I made at Latichea, when a small caravan being soon to set out for Aleppo, I hired a horse, and agreeing for the carriage of my luggage, bid adieu to my friends, and joined it.

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Early in the morning of the 12th the caravan left Latichea, the weather was very cold, and pursuing our route to the eastward, towards evening began to cross the high range of mountains, that from Seandaroon to the southward, forms the coast of Syria.

As many of my European friends have frequently enquired what kind of coach or carriage a caravan is, I shall therefore mention, that the original word Karwan, or Carvan, means a company travelling together for convenience or protection, with themselves and goods, carried by camels, mules, or horses. For the roads that I have seen in Asia would render it impossible for any carriage or coach to travel ; being only paths, and those in the mountainous parts hardly passable. But these inconveniencies are in some degree compensated for, to the European traveller, by the
unusual

unusual appearance of the Turkish buildings, and the romantic views that are so frequently met with, particularly on these mountains of Syria, where myrtles grow spontaneously, and cataracts rushing from the rocks, are contrasted with the extensive view of the plains, that, thronged with villages, separate the ranges of mountains.

Aleppo lay near 80 miles towards the north-east, and as caravans travel slow, were four days and a half on the journey. The first night we sheltered under a building not better than a cow-house, and suffered, from the extreme cold, great inconvenience; setting out very early the next day, travelled on through a wild romantic country, and arrived at a town situated in the middle of a beautiful plain. We found here a good caravanfera; these buildings, erected for the convenience of travellers

vellers, are in general, strongly built, enclosing a square, and the sides divided into small rooms, where the traveller finds scarcely sufficient room to lay his necessary equipage, and form his bed. If a fire or provisions are wanted, he calls the waiter of the caravan[—]sera, called the Odda Bashî, and giving him money, he buys charcoal, or what the place affords. The inclosed yard receives the camels or horses, and after being unloaded, are shewn to their respective apartments. The luxuries of an English inn you are not to expect; no Betty the chambermaid, with tarts, custards, or your bed warmed; for every Turkish traveller provides his own bed, and here meets with only shelter from the weather, and perhaps a few simple articles of provision.

C H A P. XIV.

Remains during the Carnival at Aleppo. The plague breaking out, joins a large Caravan.

ON the fifth day since our departure from Latichea, in the morning we perceived at a distance, the city of Aleppo ; that, situated to the northward of the Great Arabian Desert, that borders on the Persian Gulf, is the capital of Turkey in Asia: it is of considerable extent, standing on a cluster of small hills, and surrounded by a high wall, built in the ancient stile, with great gates leading to the principal roads. Many of its Mosques are large and well built, and though considerably high,

high, are overlooked by a large castle on a hill near the centre of the city. The caravan entered through one of the western gates, and having passed through several narrow streets, I arrived in a spacious square, and alighted at the house of Mr. Smith, the English consul. With him, resided Mr. Vernon, the consul of Tripoly; and having delivered the dispatches I had been charged with, I received a polite and pressing invitation to partake of the entertainments of the Carnival. This was at the latter end of December 1785. And though the winter in these parts is of short duration, yet the cold is very piercing. We accordingly took the best method to withstand it, by passing the carnival or Christmas, in one continued circulation of entertainments, at the French, Venetian, Dutch, or English consuls; where
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the society of many respectable European families was heightened by the splendour of Eastern magnificence. For most of their houses were elegantly furnished, with carpets, sofas, cushions, &c. the manufacture of Persia.

We frequently formed balls and masquerades, thereby giving an opportunity for the ladies to convince us, they were by no means deficient in polite accomplishments. A stranger might suppose, these parties were formed promiscuously, with the genteeler Turks. By no means. The Christians and Turks never associate, except to transact mercantile business, and then it is in the most laconic manner; for they consider us as dogs, and unbelievers, nor can our pride permit us to esteem them, even as equals; causing the European families to unite, as if for self-defence;

defence ; and diminishing those invidious distinctions of religion that are so generally kept up in Europe. This is caused by the reigning motive of self-interest, sufficiently strong in religion itself, or its votaries, to create either a separation or junction.

The principal language used by the ladies is the Italian ; and in their company, received an improvement, that by the grammar alone, I could not have attained. Indeed, ladies are generally allowed to be the best instructors, and in consequence, have always paid the highest attention to their example. For tho' the Turkish women immured in the Haram's, dare not assert the prerogative of our European females, yet we, by no means, chose to follow the tyrannic conduct of their turbaned Bashaws, but shewed a laudable example, by submitting to the dictates of our fair companions.

companions. Nor were we the less happy, being the most jovial set, at that time, within the walls of Aleppo.

The women here are of several classes; 1st, Those from Europe, who after some time's residence in Turkey, conform in a great degree to its dress, preserving the language and accomplishments of their respective countries. 2dly, The Christian natives, of the Greek or Armenian church. 3dly, The Jewesses; and lastly, The Turkish women; including those brought from Georgia, or Circasia. Every woman in the streets is closely veiled, and if a European attempted to speak to a Turkish woman, it might be attended with fatal consequences, running a risque of being stabbed, of turning Mahometan, or at least of paying a considerable fine; therefore to procure those agreeable interviews, that in spite of philosophy, are so universally sought after, a stran-



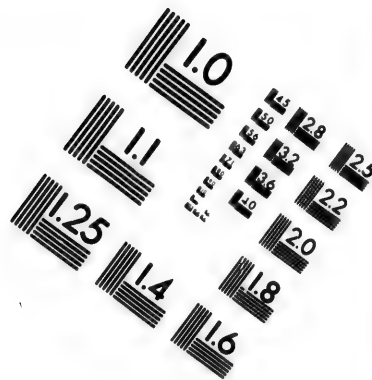
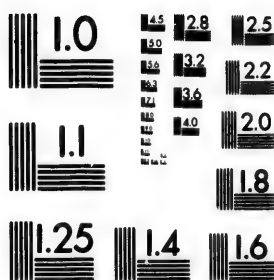
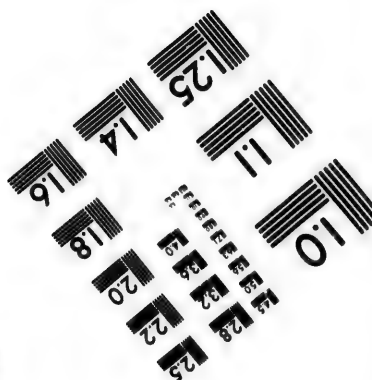


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ger has only to form an acquaintance at the Jews houses, where the Turkish women frequently visit, and by the master-key of a douceur well applied, the Hebrew lady winks at the innocent recreation of a tete-a-tete.

My respected relation, the Consul, had amply participated of the sweets of Aleppo; and after some visits to Aleppo, from his Consulship at Tripoly, became celebrated for his gallantry; for the Turks once on hearing of his arrival, exclaimed, *Voila ! encore Monsieur, V——; il a baisé, un moitié de. notres femmes ; et il est retourné, pour Baïser L'autre.* So much for Harams, or any such confinements where love carries the key, and must gain admittance.

Here are also many veiled coquetts, for passing in the street when they supposed no Turk

was

was in sight, I have seen them throw aside the veil, receiving such a broadside from the display of charms, that has frequently kept me in chase the remainder of the day.

The number of inhabitants at Aleppo are computed at about two hundred thousand, consisting in reality, of Turks, Jews, Infidels, and Heretics; the common language is the Arabic, as none but the rich Turks speak the Turkish language; this is accounted for, by the proximity of Aleppo to the desert, and its distance from the interior part of Turkey.

A considerable trade is carried on by the French and Italians, who supply the Turks with cloth, glass, European toys, and other articles; receiving in return the produce of Turkey, together with East India merchandises that is brought by caravans from Bassora at
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the head of the Persian Gulf. Our extensive commerce to India round the cape of Good Hope, has gradually caused a decrease of trade at Aleppo, and that of the English is very inconsiderable. The government of the city at this time was under a Bashaw of three tails, he bore a good and peaceable character, whereby the inhabitants enjoyed some degree of repose, after the cruel and turbulent administration of his predecessor; for promoted to commands from the seraglio or palace of the grand Signior at Constantinople, they are frequently obliged to use every extortion, to continue by force of presents, those smiles that promoted them; and the arbitrary and hidden manner that covers the transactions of their government, gives also too great a scope for avarice and self-interest, to gloss over and conceal the abuses it has occasioned. This obliges the Turks in general to live moderate,
for

for if suspected to be rich, they are sure of being fleeced; and by the pretence of a loan, that is never to be repaid, the Aga or Bashaw, with infinite *Sang Froid*, helps to unload their purse.

Different governments have different methods; here the Turk at once knows he is robbed, but is happy to survey the extent of his fate, and divested of patriotic ardour for the good of his country, is not under the necessity of turning his brain by bills, and amendments, that like tricks of legerdemain, are by the artfulness of imposition, too often shewn as false lights to deceive their country, or attempted speciously to oppose the truths and eloquence of a real *patriot*.

Among the Turks it is frequently the practice of a Bashaw to give sentence, and be himself

self the executioner; for which purpose a sabre is constantly kept at hand, and after it has beheaded a thousand persons, is buried, and a new one supplies its place. But as most evils has its attending good, this severity keeps the nation honest; as a Turk might lose his head for stealing the value of a shilling, as of a thousand pound. But universal honesty is a character the Turks can boast of, and is also allowed by those who have dealings with them. They have no hereditary nobility, for from slaves in the seraglio, they are suddenly given commands, and often as suddenly deprived of them. The only distinction that descends is the green turban, wore by the descendants of Mahomet; they are called *Sheriffs*, and now form a numerous and powerful body; for if a Turk marries the daughter of a sheriff, all his children are entitled to the green turban, and accounts for the sheriffs being so numerous:

many

many Arabs and Turks of the lowest rank enjoy this distinction, that is, treated with respect, from regard to the blood and memory of their prophet.

A sheriff having transgressed against the law, was brought before the Cady, and pleaded, to escape punishment, "the respect due to his descent." "I acknowledge that," replied the Cady, "but as it principally lies in the turban, take it off, and receive the stripes."

Caravans frequently arrive at Aleppo, from Bassora, that lies about fifteen days journey across the Desert, to the southward; thereby I had opportunities of seeing many Arabs, that, selected from the different tribes, served as a guard to the caravans. They are of the middle size, lean and very active, of a brown colour, with bushy black beards. Being at
dinner

dinner at the consul's, the Armenian servant, Mardo, introduced a person who had just arrived with a caravan, who by his dress and beard, resembled an Arab. When, addressing Mr. Smith in good English, he recognised his old acquaintance, a Mr. Steward, an English gentleman returning from his travels into Persia, and for the convenience of travelling had thus metamorphosed himself. Sitting down at table, we found him to be a most entertaining and instructive companion; he could hardly be otherwise, being one of those geniuses, who, with as much ease would reconnoitre an entire continent, as some could ride a day's journey. Though probably of Scotch descent, he was a native of London; and spoke fluently, German, Italian, French, Turkish, Arabic, Persian, and some of the dialects of India. This was his second tour through Europe, Turkey, Arabia, India and Persia;

Persia; and he was now on his return to Constantinople.

The last war in India, he had been taken prisoner by Hyder Aly, and from his universal abilities, soon became a favourite; and promoted to the command of a troop of black cavalry. In this situation, being narrowly observed, he was obliged at a principal engagement to charge his countrymen sword in hand, receiving a wound on his wrist, that dividing the bone, made it appear as if double.

At the conclusion of the war, one of the chief articles was, the delivery of the English prisoners; but Hyder, unwilling those men who had had such opportunities to observe his strong-holds, and manœuvres, should return to his enemies with the information, apparently agreed to their delivery, at the

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same time he resolved on their death ; and the officers being furnished with passports, approached with confidence his frontiers, where they were massacred and cut off.

Steward had suspected this, and disguising himself, took a contrary route into Persia, and was almost the only man that escaped. He now joined the general festivity, and by his entertaining conversation, contributed to encrease the pleasure of the carnival ; and the ladies thinking the Arabian beard now to be useless, he gallantly submitted to the tonsor, and appeared about thirty-five years of age.

I much regretted, I had not the pleasure of meeting at Aleppo Mr. La Touche, the late Consul at Bassora ; who, last year, passed this way on his return to Ireland. The
character

character he left behind, does honor to himself and country; and, is one of the many convincing proofs, that Irishmen are not deficient in abilities or virtue, but like diamonds neglected, have, through narrow policy, been too frequently deprived of exhibiting those talents, that even jealousy must respect. Leaving Bassora, his train was filled by hundreds of Arabs, who voluntarily escorted him over the Desert to Aleppo: many of them crossed to Latichea, where he embarked, and by their tears, proved that gratitude and respect can be affectionately felt by Arabs.

The streets of Aleppo, and of most Turkish cities, are too narrow to permit any coach, therefore the carriage that supplies its place, is called a Tartaravan, being narrow, and resembling a kind of litter, with poles projecting

projecting at each end, and carried by two horses, one before and the other behind. This is by no means a common custom, being used only by a few rich individuals, particularly on excursions at a small distance from Aleppo, where the surrounding country is beautified with Turkish gardens, watered by small rivers and brooks. Here are erected a kind of summer-house, called Kiusk, where the Turks sit to enjoy their tobacco and coffee, together with a view of their gardens; that, undistorted by the extravagancies of art, produce abundance and variety.

We accompanied the Consul on one of these trips, a few miles from Aleppo; Mr. Smith was carried in his Tartaravan, and mounting some Arabian horses, arrived at the banks of a river, where his Armenian servants had erected tents, one for themselves,

to

to prepare dinner; and the other for the company, that soon consisted of several gentlemen and ladies: after a pleasant walk through the gardens, we returned to an excellent entertainment, partly in the European, and partly in the Eastern stile; one of the dishes being an Omelet, made of an ostrich's egg, lately brought from the Desert, and sufficiently large for three people to dine off. This was succeeded by coffee and excellent wine, and some neighbouring Arabs, forming a dance at the entrance of the tent, enlivened the scene.

The day closing, we struck our tents, and returned to Aleppo, where we soon had reason to believe the plague had made its appearance. The northern parts of Turkey are more subject to this scourge, than the country near Aleppo, as it seldom visits this city more than every ten or twelve years. This
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may arise from its detached situation, not requiring the constant communication by caravans, which spread the plague from town to town; also, from the fine and pure air it enjoys: the inhabitants were now dying twenty or thirty of a day, and though, by some, supposed to fall victims to the small-pox, gave sufficient reason to believe, it was really the plague.

The Turks being predestinarians, use no precaution to escape it; while the Christians remain, as it is termed, *shut up*, in the upper stories of their houses, and receive their provisions by means of a rope and pulley, and when hoisted up, immerse them in a tub of water, to remove any particles of the plague.

I have been assured, from the best authority, that during the plague the Turks, from the narrowness of their streets, communicate
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disorder, by touching each others clothes as they pass, and fall dead, as if sinking through numerous pitfalls. Also, that the clothes of the dead are exposed to sale, and bought with the utmost deliberation, though sure to infect the person who wears, or touches them; all that can be said, is, *De Gustibus non est disputandum*; and also, accounts for the many tens of thousands that, yearly, are cut off.

My relation, the Consul, gave me the choice, of either remaining with him, shut up, for two or three months, or to join a large caravan, that was intended for Smyrna. I preferred returning to Smyrna, from whence I might find an opportunity of returning to Europe: and purchasing a Turkish dress, took leave of Aleppo, and mounting my horse, joined the caravan, that lay encamped near the walls. My baggage was given in charge
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to the leader of the caravan, and early in the morning, of the third of March 1786, began our journey.

Before I left Aleppo, I was informed by consul Smith, that many of the loftiest and finest ruins of the city of Palmyra had lately been thrown down by an earthquake. This information he had received from some Arabs, who had passed that way, and which I think proper to mention, as it happened since those beautiful drawings and engravings of the Views of Palmyra were made.

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The Caravan leaves Aleppo ; and crossing the Euphrates, passes through part of Turcomania, the city of Cæsaria, &c. and arrives at Smyrna.

OUR caravan consisted of about four hundred horses and mules, laden with bales of the Burdets, and other rich manufactures of Aleppo ; and accompanied by near an hundred horsemen, including the author, who could hardly recognise himself, his hat being exchanged for a striped blue and white turban, and the short coat of Europe, for a Turkish garment, closed at the waist by a girdle, that supported a sabre and a case of Pistols.

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This numerous company, was divided into different messes, and being recommended to a rich venerable Turk, called Fadzgi Abdullah : my party, consisted of himself, his son Bakir, and a green turbaned descendant of Mahomet, called Mustapha. We were attended by several Turks on foot, called Mukroes ; these helped to load, or unload the cattle, and were also armed : and many of these pedestrians were of the race of the prophet.

Forming an extensive line, we pursued our route to the northward, under the conduct and guidance of the Karwan. Besides our arms, we were all provided with pipes, and as the Turks are immoderately fond of smoaking, we kept up a constant smoke, being perfectly trained in the manner of lighting them on horseback ; for holding the pipe in
our

our mouth, could strike fire with a flint and steel upon a piece of fungous substance, that instantly lighting, was then laid upon the tobacco. The pipe is carried in a cloth case that hangs from the shoulders of the horse, and might almost make a stranger imagine it was a sort of carabine. The same formality attends the carriage of the tobacco, being generally in a large cloth purse, and suspended from the girdle.

The tobacco used in Turkey, is lighter in colour, and much milder, than that of America, as it never occasions spitting. Besides the long pipe, I have frequently seen the Turks use a smoaking machine, called an Arquill; this is made of a cocoa nut shell half filled with water, with an earthen cup that receives the tobacco, communicating to a tube for the mouth, and the smoke passing thro
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the water, is more cool and agreeable. This requires a greater exertion than the common pipe, and is attended with fallow, sickly countenances. This method is similar to the Caallean used in Persia, or the Hookers in the East Indies.

To shew to how great a pitch the love of smoaking may attain, it is related, that Shah Abbas, the great Sultan of Persia, made a law, to punish this indulgence with death; but many chose to forsake their habitations, and hide themselves in the mountains, rather than be deprived of this insatuating enjoyment. We may again say *De Gustibus non est disputandum.*

The caravan proceeding slowly along, towards evening arrived at a small plain encircled almost by a river; there we encamped; the mukroes

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mukroes unloaded the horses, and with the bales formed hollow squares, in these the different companies layed their luggage and arms, and while fires were preparing the supper, the horses were foddered and made fast near us, and during the night kept a continual noise with the small brass bells that hung from their necks.

The Turks, when travelling, constantly carry their cooking utensils, that are ingeniously packed in a small space; this is necessary, on account of their inns or caravanferas contributing only bare walls and shelter, and whatever raw ingredients they may procure, it is necessary they should dress them. This occasions them to be good cooks, and in general very clean ones.

We found the nights exceeding cold, and had provided ourselves with thick blankets,
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formed without threads like a hat; each horse had also one of them; and old Karwan missing a covering, thought to replace it, by uncovering the christian; I instantly jumped up, and seizing a fire-brand, began to wield it; old Karwan lifting another, we proceeded to cart and tierce across the fire, when Mustapha awaking, separated the combatants. Two hours before day-light we decamped, and began to ascend the hills that lie to the northward of Aleppo; and in the afternoon arrived at the Turkish city of Antab.

We stopt at a large caravansera, and leaving our horses to the care of the mukroes, called the *Odda basbi*, to purchase for us charcoal and provisions, and deposited our luggage in one of the bare walled apartments. Here was a manufactory of printed cottons; nor could I avoid remarking, that from the abundant production

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duction of silk and cotton, the lower orders of
Turks are better cloathed, than the common
people of Great Britain. The small unglazed
window of our room was opposite to a black-
smith's shop, and I observed Mulciber draw a
Turk's tooth with his pincers, as compleatly as
the most scientific instrument could have done ;
for where lay the difference? The artful Eu-
ropean dentist, after a lecture on the impor-
tance of his art, at length, for a guinea, per-
forms the operation ; whilst Mulciber for a
pipe of tobacco, convinces you of his skill, by
exultingly shewing the expelled tooth between
his pincers. But I think them both inferiour
to the ingenious inventor of the following
contrivance ; who informed his friend he al-
ways drew his teeth by means of a piece of
catgut fastened round the tooth, with a bullet
fixed at the contrary end, and inserted into a
loaded pistol ; when extending the catgut in a
direct

direct line with the tooth, fired the pistol, and out flew the tooth. His friend thought the method wonderful, and begged he would prepare his apparatus, to expel a very troublesome tooth; this was soon done, and the catgut being stretched, the patient cried out, "Stop, dear Doctor, I have changed my mind." "I have not changed mine," replied the operator, "and you are a fool and coward for your pains." So immediately pulling the trigger, away flew the tooth.

It is a common opinion in Europe that the Turks in general chew opium; this is not the case, being only used by the very rich, those who study the law, or messengers who are obliged to use dispatch, for when weary, it gives them strength and spirit to proceed. For on considering that this drug is brought from the East Indies, it may reasonably be inferred that it
must

must be too dear an article for common consumption; and so the case really is. The deleterious effects of opium may be considered from the following case :

A Turk called Mustapha Satoor, an inhabitant of Sediqui (a beautiful village, six miles from Smyrna) almost 45 years of age, told an English physician, that his constant dose was three drachms a day of crude opium, one half of which he took in the morning, and the other half in the afternoon; but that he could (safely) take double that quantity. The physician, therefore, resolving to be an eye witness of what he heard, provided the best opium he could get, and weighed it nicely into drachms, of which the Turk took a drachm and a half made up into three pills, and chewed them with a little water. The visi-

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ble effects the opium had on him were to make his eyes sparkle, and give a new air of life and brightness to his face. At three o'clock in the afternoon, he came to the doctor again, and took the same quantity as in the morning, and appeared afterwards with the same symptoms, alleging that it had always the same effects on him, giving him vigour and spirit, and that it was become as necessary to him as any other part of his sustenance; that it made him fitter for procreation; that it never affected him with sleep and drowsiness, but rather hindered his repose, when he happened to take an over dose; that he had used it for 25 years, beginning with the bigness of a grain, and gradually proceeding to larger quantities; and that the want of it, and the desire of taking it, grew daily upon him. The effects it had on his health were, weakness,

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ness, small legs, and gums eaten away; so that the teeth stood bare to the roots; his complexion was yellow, and he appeared older by twenty years than he really was.

One remarkable instance of taking opium I very well remember: I became acquainted in London with an officer who had contracted violent rheumatic pains by his service in America, and to sooth them used opium; the want of it, together with the quantity, daily encreased, and at the time I knew him he took three doses a day, each dose consisting of ten small pills, each as big as the head of a middle-sized pin. The effects were similar to the last instance, and he shortly after fell a martyr to its use.

Our route from Aleppo had been towards the north-east, as a rebellion had broke out at
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the pass near Scandaroon, called *Byas*, and through which lay the direct road to Smyrna, a distance of about 15 days journey; for in these parts they do not compute by the number of miles, but by day's journies, each being of about from twenty-five to thirty miles. For caravans travel slow, seldom exceeding that distance. This obliged us to make a considerable circuit to the eastward to avoid the rebels, as also to pass the ranges of Mount Taurus by the most convenient passage.

Leaving Antab, continued our journey, and on the 6th of March, early in the morning, perceived a troop of horsemen advancing towards us, and preparing to receive them, diminished the extent of our line of march, by doubling it, leaving the mukroes, who were well armed, to remain by the loaded horses, while the horsemen, forming a troop,
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strangers. They still continued to advance,
when our troop halting, received a volley of
musketry; this we returned, and preserving
our line unbroke, had the satisfaction to see
them wheel off, leaving two men and a horse
dead on the spot. We received no loss, except
one of the Turks slightly wounded, and for
the remainder of our journey continued our
route unmolested.

Crossing some parts of Mount Taurus, we
met with considerable quantities of snow,
that from the narrowness of the paths, much
endangered the loaded horses, two of whom
fell down a precipice, and were killed. The
caravan now approached Turcomania, and
crossed several smaller branches of the great
river Euphrates, that from the northern parts
of Turkey in Asia, runs towards the south-
ward, and disembogues itself into the Persian
Gulf.

The

The inhabitants of Turcomania are of the same origin as the other Turks, only preserving the manners of the ancient Scythians, from whom they are descended. They lead in general a wandering life, feeding great herds of cattle, and shifting their tents from plain to plain; they are a well made and warlike people; their horses are excellent, not so fleet as the Arabians, but stronger, and of a more warlike appearance. The caravan frequently halted at their villages, where we procured good provisions, with milk and excellent honey.

The internal parts of Turkey in Asia exhibits immense plains thinly inhabited; this may be accounted for from the ravages of the plague, as the caravan passed through numerous villages entirely depopulated by it; and though the Turks are reckoned very numerous, I believe, from the extensive circuit I made

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extent of territory.

We frequently pass among the ruins of
cities, whose names are now forgot, and their
marble pillars serving to adorn the burying
grounds of the Turks, which are distinguished
by head-stones, carved in the shape of a tur-
ban, but without a face, as their maxim is,
neither to carve or paint a representation of
any living figure, considering it is not in their
power to give life. This may be one reason
the Turks are deficient in the arts of painting
and sculpture, whose chiefest beauty consists
in approaching by art the animation of the
living.

The soil of Asiatic Turkey is very fruitful,
and easy to cultivate, their plough-shares being

as frequently of wood as of iron; their ploughs are mostly drawn by Buffaloes that are extremely hardy, and much resemble oxen; and the abundant harvests may contribute to that slothful character that is frequently given to the Turks, as well as the warm, though temperate climate they enjoy; for the active restlessness of a European surprizes the Turk, as he thinks a great portion of the time spent in skipping about, might more rationally be taken up, by sitting at ease and fmoaking. This difference is even perceivable in their gait, the Turk slides along with a solemn air, hardly raising his slippers from the ground; while the European, taken up with real or imaginary business, hurries about as if pursued by a snake.

It would be useless in my peregrinations, to particularize every Turkish town the caravan
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passed through, as it could afford as little entertainment as the perusal of the Hebrew alphabet; nor could any map thereby exactly point out the track; but as the ancient city of Cæsarea, called by the Turks Kysaria, is laid down, I shall only observe, that on our route bending towards Smyrna, we passed through that city, which being entirely inhabited by Turks, has in common with other of the Interior cities, no other peculiarities but mosques, and ruins, that might puzzle the most learned antiquarian to unravel.

Amidst these immense tracts, we passed through villages inhabited by descendants of the primitive Christians; they enjoy the practice of their religion, according to the Greek church; their patriarch residing at Constantinople. They are distinguished by blue turbans, as the Turks do not permit

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them

them to wear the colours used by themselves.

On the 30th of March, the caravan halted in the evening, at a village, on the top of a hill that resembled a sugar-loaf; the houses forming a circle round its summit, were scooped out of the solid rock. As we were to remain here during the night, the company divided, and my messmates Abdullah, Bakir, and Mustapha, were shewn to one of these quarries.

The outward room had but an indifferent appearance, when, in passing on to the interior one, we had the satisfaction to find it well-furnished, and enlivened by an excellent fire; the smoke passing through a chimney, bored to the surface of the rock.

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It may have been imagined, how a European gentleman could thus travel in company with Mahometans and Turks, I shall therefore attempt vindicating the moral and religious character of the Turks, to dissipate those prejudices, arising from an ignorance of their real manners. In Europe, the name of Turk is given indiscriminately, to the piratic inhabitant of Tunis, Algiers or Morocco. It is a mistake. He is an African; and in comparison to him, the real Turk is a gentleman.

As to the purity of the Mahometan religion, I should rise millions of musquitos, if I attempted to vindicate it. But let enlightened reason consider, that they adore one undivided and omnipotent Creator. And though the invention of mankind may have presented them Mahomet as a prophet, let reason and information also judge, whether many other religion

religions are not under similar obligations. But of this subject I shall say no more, as many are interested in widening disputes, that a sailor can have no interest to decide on.

As to the morality of the Turks, it is universally shewn by their honesty; for a merchant may leave bales of merchandize without a guard on the quays, or even streets of the cities, and suffer no loss. Their religion forbidding the use of wine, ensures good behaviour; strongly contrasted with the drunken plebeian of Europe, who thinks by impertinence to attract the notice of his superiors,

As to the dress of the Turks, in the interior parts of Turkey, it is at least as good as can be found in France, or even any part of Great Britain. For though Europe supplies them with quantities of woollen-cloth, yet the

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the plentiful growth of cotton, and abundance of raw silk, gives every room for the employment of their own manufactures that at Aleppo and other cities, are carried on with every degree of excellence.

I scarce ever had a greater respect for any man, than for the chief of our party, Hadgi Abdullah. He was between sixty and seventy years of age, and dignified with the name of Hadgi, as having (according to the rules of the Alcoran) performed the pilgrimage to Mecca; and three times a day, with his face turned towards that city, addressed his God and his prophet.

He was a very rich merchant, and owned a considerable part of the merchandize that was with the caravan; his son Bakir, was about sixteen

sixteen years of age, and the Sheriff, Mustapha, about twenty-five.

Nothing could more entertain Hadgi Abdullah, than to inform him, in the midst of Turkey, towards what points Aleppo, Constantinople, or Smyrna lay: for the Turks are ignorant of geography, and I could easily delineate on the ground, the respective situations of those cities, and by the sun, point out their direction. At first, he could not believe me, 'till consulting old Karwan (our guide) he found I was right. And I frequently after saw many respectable Turks treated with coffee, and in company with Abdullah, in order to see the conjuration of his christian messmate,

On the fifth of April, the caravan separated; one part going to the northward
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tinople, and the other proceeding to Smyr-
na, that lay to the westward about twelve days
jourey. Though our caravan was without
camels, we frequently met numbers of those
animals. In a caravan they are fastened one
behind the other by pieces of ropes for halters,
and are generally led by an ass; forming a
contrast between this diminutive animal and
the heavy and lofty camel. If the drivers of
the caravan are tired, they mount the asses,
and when they dismount, the asses still preserve
the honor of leading the camels, who with a
stupid air seem insensible of who are their
leaders

Nature has wisely adapted the animals of
every country to its peculiar circumstances,
and the camel by the great burthen it carries,
and

and the length of time it can subsist without water, seems formed to traverse the extensive deserts of Africa and Asia. This abstinence from water is occasioned by its receiving a considerable quantity at a time, into a kind of bag or gullet at the bottom of its neck, which by an operation similar to chewing the cud, rises again to the mouth, and refreshes by its^s moisture.

The flesh of the camel is much esteemed by the Arabs, and may afford as comfortable a meal as crammed-fowl, pigs whipped to death or other Epicurean extravagancies of luxury. The Asiatics are extremely temperate in their diet, which is the chief reason they are seldom afflicted with the gout or other chronical disorders.

On the 6th we passed over a plain covered on the surface with a light scum of saltpetre,
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it resembled snow; for as Asia furnishes us
 with that article, though chiefly found in
 mines, this appearance was no doubt an
 irruption from a soil strongly impregnated with
 saltpetre. I alighted from my horse and tasted it,
 and was confirmed in my opinion, by Abdul-
 lah pointing to my flask of gunpowder.

The following day, in the midst of a very
 extensive plain we perceived an immense build-
 ing, and approaching towards it by a causeway
 of great length, arrived at it in the dusk of
 the evening, where the caravan sheltered for
 the night amidst its ruins; it was of marble,
 the principal part formed a large hall, and
 roofed in a peculiar manner by pieces of
 marble arching in an extensive concave, and
 supported by rows of pillars; in a court stood
 a small building intended as a place of worship.
 The entrance was through a gate built in the

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most superiour stile of architecture; on its top once stood a marble effigy of a lion, which time or barbarity had thrown down, and lay a convincing proof that this building was the work of the earliest ages; but for what real purpose it was built is hard to determine, and now serves, by its ruins, to astonish the few travellers who pass this way.

Continuing our route towards the westward, we arrived at a town two days journey from Smyrna, where I parted and took leave of Hadgi Abdullah and his party, as he remained here to dispose of his merchandize; and proceeding towards Smyrna with the remainder of the caravan, came once more in sight of that city, on the 27th of April 1786, after a journey of 55 days since I left Aleppo. I entered the city late in the evening, and passing the night at a khan or caravanfara, in the morning
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divided my Turkish garments among the in-
feriour Turks who had attended me, and issu-
ing forth as a European, joined my friends at
their houses in the Frank-street.

C H A P. XVI.

*Embarks for Europe in a Dutch man of war.
Arrives at Toulon.*

MY friends at Smyrna had celebrated the carnival in a manner by no means inferiour to the festivity of Aleppo, having represented several comedies at a beautiful small theatre built at the *Casina*; also the honourable captain Waldegrave, having touched here on his travels, married the daughter of Mynheer Van Lennap, a respectable Dutch merchant, who was universally esteemed and beloved. This marriage, by uniting a man of rank to a lady possessed of every amiable accomplishment, gave general satisfaction.

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A Dutch 64 called the Alkmaar, lay at anchor in the harbour, and the Captain, in return for the civilities every gentleman receives at Smyrna, formed many parties and balls on board, that might be called, if not *Fetes champetres*, at least *Des fetes, a la marine, et tres agreeables*. On these parties I formed an acquaintance with him, and on the social footing of brother officers, he politely offered me a passage to Europe, where he was bound for. This corresponding with my intended route, was thankfully accepted; when bidding adieu to Smyrna, weighed anchor the 14th of May, and clearing the Gulf, doubled Cape Caraborno, and through the islands of the Archipelago, directed our course for Europe.

I had the satisfaction to find captain Van Rickards and his officers had a politeness and hospitality, that the narrowness of prejudice

in general does not allow the Dutch. But travelling besides affording opportunities to judge of foreign manners, frequently causes a disinterested traveller to look at home, where he will often find that ignorance, and its offspring, prejudice, can turn white black, or the contrary.

Our French pilot, Monsieur Maffer, after a pleasant passage of 14 days, brought us in sight of Toulon. Entering this port, we anchored in a small bay on the larbourd hand, where we were to remain during the quarantine. All ships, or vessels, that arrive at any European port (under the christian government) from Turkey in Europe or Asia, also from Egypt and the states of Barbary (that are at times subject to the plague) are on their arrival, withheld from any direct communication with the shore; so as to prevent by means of merchandize,

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chandize, an infection from that disorder:
this time of restriction is termed *quarantine*,
being derived from the Spanish word *quaranta*,
signifying forty, the number of days in the
quarantine.

All letters sent on shore are dipped in vinegar
and then sent by post; and whatever provisi-
ons are wanted by the ship, are received at
a building called a Lazareto, close to which
the boat lands, and through a small window
receives the necessary supply. These precau-
tions might in an island so happily situated
as Great Britain, appear frivolous, till a due
consideration of the situation of the European
ports in the Mediterranean, opposite an extent
of country that more or less is yearly ravaged
by the plague, points out the absolute necessity
of this practice; and as history clearly shews,
that

that this pestilence has even reached these islands, must confirm the utility of the quarantine in our own ports.

Merchant ships are strictly obliged to perform the full quarantine, but the Alkmaar having no cargo, except guns, provisions, and men, caused our time to be reduced to thirty days : during which period the ship lay moored in a bay, reserved for the purpose; where an extensive piece of ground adjacent is walled in, where the ships companies land and enjoy whatever games or amusement they may invent. The genius of the Dutch, though in appearance dull, yet contains much comic invention; this I had the opportunity to observe, for besides two of the officers who played inimitably well on the violin, others, by their drollery and sports, kept our little parties in a continual round of laughter and amusement.

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The intendant Monsieur Bouret, supplied us with plenty of wine, and made the quarantine agreeably glide on, till that love of change so natural to mankind, caused a wish to explore the beauties of Toulon, that lay in sight about 4 miles to the northward ; and the quarantine being expired, it was necessary the officers and crew should undergo one operation, before we could be supposed free from contagion and fit for society : this was being smoked ; and on the last day, early in the morning, the smoking-house being prepared by Monsieur Bouret, the men landed in the boats in large parties, and having undergone the process, the officers now formed a body, and led by captain Rickards, proceeded to this oven ; the door being shut, we remained in a state of fumigation for half an hour, when Monsieur Bouret opening the door, we sallied forth like so many red herrings

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The Dutch have always been esteemed our rivals in maritime affairs, and therefore a peculiar manner of rowing that I observed practised by them, shall mention : whenever their boats had occasion to land a large party of men, they made use of paddles, which could be used to great advantage by those men who were close to the gunwales, and prevented the inconvenience attending the use of oars, that besides inconveniencing the boat's crew, hinders the stowing of as many men as the boat could hold, particularly in moderate weather and smooth water.

This method might afford us much advantage in the disembarking of troops, whose success frequently depends in the quickness of their landing.

We had now liberty to visit Toulon, and bidding farewell to captain Van Rickards and
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his officers, I landed, and put up at one of the principal hotels, near the Champs des Mars. Toulon is one of the best towns in Provence, with one of the finest harbours in Europe, that forming an angle, is defended by many forts, particularly one that mounts near two hundred pieces of cannon, and being situated at the angular point, commands the entrance. To the northward is the town, port, and arsenal of Toulon, containing a principal part of the French navy, being the only good harbour in the Mediterranean, that contains large ships ; its harbour is formed by two moles of 700 paces long each, projecting towards the south, from an excellent quay paved with bricks, and leaving a narrow entrance. Near this is the arsenal for naval stores, and though well defended by batteries, is rendered more secure by forts that are erected to the northward of Toulon on the projections of

of the mountains, rendering the town, if taken, not tenable for any length of time.

The town is populous, pretty well built, and surrounded by fortifications. It lies 30 miles east from Marfailles, and 450 from Paris; in latitude 43° N. longitude $6^{\circ}\frac{1}{4}$ E. from the meridian of London.

All travellers to the south of France are ever desirous to see the arsenal of Toulon, but an order from the French court to prevent the admittance of strangers, renders this difficult; and though I had letters of introduction to Mr. Jouve, the Dutch Consul, yet I found my interest insufficient in that point, and had every reason to expect a disappointment to my wish. Many English noblemen, who, not being in any military or naval capacity, thought, as travellers, they had only to send their compliments

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ments to Monsieur Le Commandant, and
gain admittance. This they were denied, and
I resolved to attempt it by stratagem. A Dutch
sea lieutenant who had been left on shore at
sick quarters, was frequently at the *Caffè* I fre-
quented, and forming an intimacy, he con-
sented to take me as his brother officer into
the arsenal: for at this time Holland was in
alliance with France, and thereby the Dutch
officers had every indulgence, and liberty to
enter their ports, &c. in common with the
French.

The following day was agreed on as the
scene of trial and operation, when at supper
at my hotel met an English gentleman, who,
from Paris and an excursion to the south of
France, was soon to embark for Italy, and
mentioned his disappointment in not being
able to see the arsenal, as he left Marseilles
for

for that purpose. I told him my plan, and offered to consult the lieutenant the next morning, if it were possible to take another under convoy. The proposal somewhat staggered the lieutenant, as the terrors of the *Bastille* and *lettres de cachet* threatened a detection. I attempted to soften the case, by hinting if we were taken into custody, the more the merrier. This satisfied the Dutchman, and sallying forth, approached the gate of the arsenal, the lieutenant and I keeping a-breast, as if brother officers, with the Englishman with quite a French air, his hair been *poudrè* and *chapeau sous le bras*, bringing up the rear. This manœuvre forced an entrance, and we happily found ourselves within the gates of the arsenal, that from the abundance and arrangement of its stores, gave ample room for investigation.

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The docks were large and excellent, particu-
larly a new one lined with cut stone, lately
finished; but from the small ebb and flow of
tides in the Mediterranean, their docks are subject
to a natural disadvantage the British docks
are not; for to repair a ship's bottom, it is
necessary, when floated into dock, that it
should remain afterwards dry during the time
of repair. This is effected in England by the
fall of the tide, when the gates being closely
shut, prevents the entrance of the water when
the tide flows. But at Toulon the water must
be pumped out, and though chain pumps are
used for the purpose, yet it is attended with
infinite trouble. On the side of the arsenal
towards the harbour, is a range of store-houses,
where the stores of the line of battle ships
that lie moored a-breast near them are deposited.
Here were about 14 two deckers, and many of
them were my antagonists on the coast of
America,

America. In a wet dock within the arsenal lay two 80 gun ships quite new, presents to government from the cities of Marfailles and Bourdeaux; one was called *La Commerce De Marfailles*, and the other *La Commerce De Bourdeaux*. No ships have finer bottoms than the French, as they in general sail exceeding fast, but 'tis in the working them they are inferior to the English; who wisely pay every attention to form their young officers to a thorough knowledge of theory and practice.

In theory, the French naval officers are by no means inferior, or in courage, but have been deprived of attending to the drudgery of practice, by a strict regard to have their heads well-powdered; this has been one of the fundamental reasons why Britain has so frequently defeated them at sea; and Monsieur Le Comte D'Estaing, an admiral of a hasty temper and
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quick penetration, by lately placing the young gardes de la marine on a similar footing to the English midshipman, has converted a set of *petits maitres* to a brave and useful corps; and in contributing by their example to give a superior discipline to the French navy, has rendered more service to his country, than the clatter of a dozen victories. When I mention the gardes marines being placed on a similar plan with the English midshipmen, I mean only in that part that deserves praise; such as emulation to excel in service and activity; but I am far from approving the abused and shameful returns those services are too often attended with, to a corps that not only relieves the superior officer, but on whose shoulders lies the chief part of the weight of duty.

If these matters were properly considered to their full extent, Britannia, instead of glowing

at her conquests, might blush at the injustice made use of in her exertions.

In the arsenal we visited the school, where the gardes de la marine learn the naval tactics; it is well fitted up, and furnished with every useful convenience. From thence we viewed their rope-houses and magazines, and found them in excellent order. The drudgery of the arsenal is carried on by convicts chained two and two, and though probably highly deserving their slavery, yet the sight of slaves is not a proper object for free men; for as use is second nature, and being by degrees accustomed to the practice, must blunt the lively and generous feelings of a free and patriotic nation.

Of late years, the practice of convicts has been introduced into England, where they are employed in deepening rivers, or improving fortifications;

fortifications; but the nation must be wretchedly depraved or involved, that cannot afford to pay the honest part of the community, who frequently want employment and bread; and sending those convicts to Botany-bay, their industry and reformation might form a settlement, useful at present, and to future periods. But the feelings of the French, though liberal and great, have been kept under by the saddle of tyranny; and though polite generosity to one of their kings was the cause of forming a government, wherein bastilles, lettres de cachet, and injustice had their day; yet every excess, even in politics, causes a fermentation, whereby it is purified to its original state.

This has been found a truism in regard to Ireland, where the venal hirelings of Machiavelian politics, have found there is reserved a degree

a degree of pliability in the breasts of a brave and loyal people ; but if tried to too great a height, rises with an indignant scorn, and bids defiance to oppression.

The lieutenant, the English traveller, and myself, having sufficiently gratified our curiosity, returned to our hotel, when good wine and an excellent dinner, helped to digest our observations ; when soon after, the English gentleman sailed for Nice.

The gallantry of the French has always been remarkable, in war, as well as in *les affaires d'Amour*. For observing a pretty brunette in waiting at my hotel, I made those advances *en passant* that it was impossible not to have made ; and from the frowns I met with, imagined I was treated with disdain ; when in the middle of the night, was agreeably

ly surprized, to find my slumber interrupted by a pretty figure, *en Jupe*, who, in order to consult on my intended journey to Hieres the next day, *entroit dans le lit*.

The cabinet secrets of monsieur Necker, Mr. Pitt, or count Florida Blanca, could not more agreeably have been carried on, than the plan of my excursion: and in the morning, bidding farewell to my amiable counsellor, set off towards Heires, that lies to the eastward near eleven miles from Toulon. The road lay through a delightful country, producing corn, wine, and olives. To the north, the mountains rose to a considerable height, and reflecting the rays of the sun, made the heat very great. Arriving at the town of Hieres, found a good hotel, and in the manner of a *My lord Anglois*, ordered dinner; but I found I was not the first *My lord Anglois*, that had
been

been here, as the windows were adorned with many brilliant names, that were left as monuments of their superior skill in writing, or to shew the world what idle time they had.

The town is built on the side of a hill, and surrounded with a wall, having formerly been a place of strength, and at the time of the crusades, served as a place of embarkation to the pilgrims or troops bound to the Holy-land. The harbour in those days, was near the town, but is now choaked up, the sea having retired near a mile; leaving the intermediate space, where gardens are richly cultivated, and almost covered with orange trees; some of these orange gardens, as I was informed from good authority, bringing in a yearly income of near a thousand pounds sterling.

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The windows of the hotel overlooked these grounds, and commanded an extensive view of the Mediterranean, with the small islands of Hieres. Some French officers happening to arrive, contributed, by enlivening our entertainment, to encrease the satisfaction we experienced from enchanting prospects, and an unclouded sky. When having passed an agreeable afternoon, with agreeable company, and excellent wine, returned at the close of day towards Toulon, and found my satisfaction encreased by the welcome of *Ma Chers Amie*.

C H A P.

C H A P. XVII.

Leaves Toulon, and visits Marseilles.

T I M E separates even mountains; therefore no wonder I should leave Toulon, and hiring a voiture, set off on the 15th of July for Marseilles. This carriage somewhat resembles a chaise, and in the polite fashion of the Irish noddies, the driver sits on a stool in front, extremely convenient in calm weather for raising breezes in puffs, that to some olfactory nerves might be exceedingly refreshing.

I never could think so, but being unprovided with a phaeton, and accustomed to
blasts

blasts of wind, weighed anchor in the Voiture. The driver, like most Frenchmen, was smart and polite; and making his advances to conversation in a most genteel manner, so far accomplished his purpose, as to begin a relation of those calamitous robberies and murders that had taken place in the forests we passed through. As to the fear of being robbed, my finances bid defiance to the attempt; and having at that time, no *penchant* for being murdered, found myself very happy when I arrived at the half-way house, between Toulon and Marseilles: the distance is about thirty miles, the road for the most part very good, leading through a romantic country, which the chief part of Provence beautifully presents.

I frequently wished to meet some good ale; but it is here a liquor unknown; being told

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by a Frenchman, *Monsieur Le Bon Vin, et la Biere de notre Pays*, so I found ; and though exceedingly cheap, the French are remarkable for their sobriety.

In the evening I continued my journey, and arriving at Marseilles, rattled through the streets with a noise not unworthy a greater traveller. My Voiture stopped at an Hotel, where I found better entertainment than in a Turkish caravanſera. The following day, I waited on Mr. Chester, the English consul, and found he obligingly paid every attention to the letters I had received from my worthy friends, Mess. Lee. I had the pleasure of meeting at his house with a lieutenant Watſon, of the navy, who then commanded a large merchant-ſhip at Marſeilles ; and as he had ſerved during the war in America, in the ſame fleet I belonged to, we formed an acquaintance ;

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quaintance; and inspected the situation and buildings of this great commercial city.

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Marseilles has for many centuries been a place of importance, and considerable trade, having a well sheltered harbour, forming an oblong square, with a narrow entrance, that can be secured by a chain thrown across, and by a battery built at one side on a hill. Though having sufficient depth of water for merchant ships, yet no large men of war can enter the harbour, and renders Marseilles entirely a commercial city, from whence the natural production of Provence, consisting of fruits, silk, wine, oil, olives, &c. are exported, besides the manufactures that supply their West India islands, and many parts of the Levant. This throws immense wealth to the inhabitants, and is visible by the extensive improvements
of

of the city, and the numerous villas that are interspersed in the adjacent country.

The inhabitants are a gay and lively people, and on festivals appear very well dressed; for though the English can boast of good linen and good cloth, yet the French love a parade and brilliancy of dress, that is far from losing its effect.

The principal street of Marseilles is in the form of a mall, of great length, and planted on each side with rows of trees. The principal coffee-houses are here, and in the warmest weather you can procure the luxuries of ice creams. Marseilles can boast an excellent theatre, and in its *tout ensemble* forms a very gay and flourishing city.

As

As there was no ship to sail soon for England, and on reasons somewhat similar to the inimitable Sterne's visiting France, I resolved to pass through a kingdom remarkable for the luxuriance of its soil and a delightful climate, and whose natives have for centuries been in their customs imitated by the chief part of Europe.

Sterne justly divides travellers into several classes, I forget his rank and file, but shall include them under three denominations.

First. The plodding scientific traveller, who by his remarks gives the lye to the observations of former travellers.

Secondly. The phosphorical traveller, such as Sterne; who crying "*Vive, la joie fidon la tristezza,*" hops from town to town, and dismounting

dismounting on the road, throws one boot in one ditch, and the other in the next, joins and capers in the dance.

Thirdly. The perigrinarian, who from some motive has occasion to pass through many scenes, and troubles you with his nonsense.

In this last class I rank myself, and shall accordingly proceed. Having remained a fortnight at Marfeilles, I set off for Lyons in a coach and four; this was no other than the stage coach, and by admitting a diversity of travellers, contributed entertainment by the variety. One of them was a Maltese merchant who spoke good French, and was a very diverting companion; two others were returning from Spain towards Switzerland, and the fourth was a French gentleman, with the most remarkable nose I had ever seen.

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Sterne has immortalized the account of a nose in his excellent description of Slawkenbergius; I do not pretend my fellow traveller's equalled it, but it approached the size of a pint pot, richly mounted, and with two small ferret eyes, that seemed placed as centinels, could not help attracting the attention of every beholder. For my part I gazed in astonishment, and stopping to dine, the Maltese calling me aside, said " Monsieur Anglois, I plainly saw your surprize; it is no wonder, his nose has astonished thousands; but you are happy any improper mirth did not give rise to his resentment, for on account of his nose, Monsieur has fought several duels, and a late one at Marseilles is the conversation of the whole town. On requesting he would relate the adventure, " a gentleman," continued the Maltese, " being in company with Monsieur, could not help explaining "*Ob! mon dieu! what a nose!*"

" *Diable!*"

"*Diab!e !*" says the other "draw your sword," at it they fell, and the unfortunate critic received a wound. Some time afterwards he met his antagonist, and told him, "by the remark he once made on his nose he had been dangerously wounded, but it was impossible he could conceal his opinion, *for that he never had seen such a nose in his life.*" "*Diantre !* cries nosey, and drawing his sword, a second duel ensued; after some thrusts the critic falling, lay entirely at the mercy of his adversary, and requesting the favour of his patience, said, "my dear Sir, we have twice fought, and being now in in your power, let me discharge my conscience before I die, to declare, *I never saw such a nose in my life.*" The other quite astonished, burst into a fit of laughter, told him "as he had discharged his conscience, begged he would never trouble him more."

I thanked

I thanked the merchant for his information, and having dined sociably together, in the evening continued our journey, thta lay through an enchanting country, which no doubt afforded specimens of antiquity, which the quickness of our vehicle prevented our examining.

Arriving on the banks of the Rhone, were surprised at the rapidity of the current that ran at the rate of twelve miles an hour; its breadth was considerable, and the method used in ferrying the coaches, &c. acrois is peculiar; on each side of the river three large poles are erected, crossing each other at the top; a strong rope is extended across the river, and passing over the tops of the poles, is drawn very tight, and well fastened at each end; on this runs a metal pulley, with a rope, that at a sufficient lcope is made fast to the

G g ferry-boat;

ferry-boat; when the coach, horses, passengers, &c. having embarked, the head of the boat is thrust off from the shore, and by its rudder being kept in that inclination, receives the force of the current in an oblique direction, and is thereby impelled across the river, while the pully runs along according to the motion of the boat. In this manner we crossed the great river Rhone, that rising at its source in mount Fourche on the confines of Switzerland, runs across the Valais, the lake and city of Geneva; after which it separates Bresse from Savoy and Dauphiny as far as Lyons; where turning its course to the south, enters Lyonnois and Languidoc, that are to the westward, and leaves Dauphiny and Provence to the eastward; and then discharges itself into the Mediterranean by many mouths. On the other side we arrived in the Pope's dominions in France, when at the close of day came in
sight

fight of Avignon, and passing through rows of trees that border near its walls, entered the gates and stopped at a hotel.

I remained here a few days, but met with few interesting subjects, as this town is under the Pope, and filled with ecclesiastics; it is surrounded with a wall built in the ancient manner, with battlements in good repair, and being situated on the banks of the Rhone, now exhibits the ruins of a bridge that formerly consisted of nineteen arches; three only remain at present, and are near one of the city gates. The churches are very handsome, and decorated with the usual splendor of catholic countries.

I met with several Irish among the priests and experienced the friendship and hospitality of their convents; for though the Irish of the
roman

roman catholic persuasion are denied admittance to the learned or military professions of their country, they meet with abroad, particularly in France and Spain, an advancement to stations their fidelity and abilities give splendor to. The liberality of our sister kingdom, in supposing them a nation of blunderers, would here meet its due reward, and would endanger the asserter of such impertinence to be kicked out of company.

Resuming my journey, I set off in a chaise for Orange, in company with a young man a knight of Malta, who had lately left that island, and was on a visit to his native province of Normandy ; he had the politeness of a Frenchman, with the tenaciousness of an officer, and was particularly entertaining, as he related several of the cruizes he made against the Moors. But though I have every respect

respect for a society of brave men, who vow never to make peace with the Mahometans, yet in these days it certainly too much resembles Quixotism.

The distance from Avignon to Orange is 12 miles, and arriving some time before dinner, employed the interim in examining the antiquities of the place. This town is very ancient, and by the remains of its walls was of considerable extent, giving title to the prince of Orange; at present it is a mean poor town, however several remains of antiquity are worth seeing, particularly the ruins of an amphitheatre and part of an inlaid marble flooring; a well looking girl shewed us the flooring, and as it is customary to leave a present, could not avoid a donation, when beauty and poverty required it. A triumphal arch is at a small distance from the town, and is in excellent condition,

condition, considering how many ages it has been erected ; it is covered with sculpture, that time seems to have respected, and is at once a monument of the abilities and courage of the Romans.

The following morning we proceeded on our journey towards Lyons, and as one object of a perigrinarian is to do justice to the country he passes through, I cannot help remarking, that with excellent roads and an enchanting country, we every where met with good entertainment, good beds, and a polite attention.

English carriages, horses, and harness, are in general superior to these of France, but in many other respects I think France has the advantage, for the bills are here more moderate, and though *a roasted sirloin smoking hot*
on

on the table is scarcely seen in France, it is not thence to be concluded *they have no beef*; for here is abundance of every sort of provisions, only served up, *selon l'usage du pays*.

Some travellers pretend they scarcely could sleep in France on account of bugs, but these were probably only *bugbears*, or have in a great degree been since banished the country, as Saint Patrick expelled venomous creatures from Ireland, for I really must confess I scarcely ever met these disturbers of repose.

Two days after our departure from Orange, having passed through Vienne, we once more came in sight of the Rhone, with its banks gradually rising, covered with villas, and country residences.

To the northward we perceived the city of Lyons, with the mountains of Switzerland to
the

the eastward. Having crossed the Rhone over a good bridge, entered the city of Lyons. This city is next in importance to Paris, being large and well built, has several handsome squares, and carries on an extensive trade in its manufactures of silk, also gold and silver stuffs, that are esteemed throughout Europe; but the revocation of the edict of Nantes, by persecuting the protestants, considerably reduced the number of looms, that were before reckoned to amount to eighteen thousand; and also gave rise to the establishment of our English silk manufactories.

Lyons is situated in the centre of Europe, on the confluence of the river Saone with the Rhone, and supposed to contain two hundred thousand inhabitants, and six thousand houses, that are in general lofty and well built. In company with the knight of Malta, I visited
the

the cathedral, that is a large fine Gothic building, having a clock ingeniously contrived.

From thence we viewed the arsenal, which stands near the Soane; here were arms for upwards of eighty thousand men, in excellent order, and well arranged. The town-house is a superb building, forming one side of a beautiful square, where are some good buildings of stone; but many of them have their windows of oiled paper instead of glass. This probably proceeds from its giving a more steady light, necessary for the manufactures.

Having gratified our curiosity in this city, the knight and I engaged places in one of the *Diligences par Eau* that ascend the river Soane, as far as Challons, on the road to Paris: these boats are very convenient and well fitted up, having a deck similar to an awning, with the

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space

space underneath divided into cabins, to separate the company, who are classed according to their fare.

We left Lyons on the 29th of August, early in the morning, and proceeded up the river, being drawn by four horses. Our company consisted of two Abbés, a gentleman troubled with the gout, and some ladies, who, by the agreeableness of their society, considerably added to the pleasure of the route,

I observed, the French are in general fond of reading, and though we may boast of men of deeper knowledge, yet, the French are mostly better informed of the world and its customs; and their sprightly inventive faculties give birth to the voluminous productions France has been remarkable for, and if truths are embellished by some pleasant falsehood

hood, to them, *C'est le meme chose*, provided they are agreeably related.

The following anecdote may serve to prove this foible, even among their learned writers.

“ The late Abbè Velly, who was employed
“ in revising the History of France, read, with
“ astonishment, in a work, entitled, *Memoirs*
“ explanatory to *Universal History*; that the
“ gentlemen who composed the court of St.
“ Louis, and accompanied him on the expedition to the Holy-land; on their arrival
“ in Palestine, nothing so particularly engaged
“ their attention as to give a magnificent
“ ball, to which, all the ladies of the country
“ were invited. The Abbè Velly had not
“ read or met with this trait of gallantry in
“ any of the memoirs of those days. And
“ the celebrated historians, le sieur de Joinville, Hugues de Beria, and Matthew Paris,
“ had not said a word concerning it, nor in-

~~de~~

‘ deed, any other historian. The Abbè care-
“ fully read over all their works, and exa-
“ mined the manuscripts of all the libraries
“ within reach. At length he wrote to the
“ author, and begged he would point out the
“ source of information, where he could have
“ met with the recital of this famous ball the
“ French cavaliers had given to the beautiful
“ Assyrians.” The author returned this
answer : “ You will find it no where before-
“ mentioned ; but it appeared an action so
“ conformable to the gay and gallant spirit
“ of the French nation, for the cavaliers to
“ treat the ladies with a ball, immediately on
“ their arrival, *that I have taken it for granted,*
“ *and wrote it down as a certain fact.*”

So much for the imagination of French au-
thors ; and as a countryman of theirs observed,
he

he made not the least doubt, but many entertaining histories were for the chief part indebted to these ingenious inventions. And though there was not the least foundation to believe this Syrian ball was given, yet the French, in general, would be better pleased to see their history enlivened with a falsehood of so genteel a complexion.

Our boat stopped to dine, where we found good entertainment at a hotel in a small village in Bresse, a district lying between the Soane and Rhone to the south-west of Switzerland. In the afternoon we embarked, and towards night arrived at the town of Macon, situated to the westward and on the banks of the Soane. Here are several excellent walks, where we strolled 'till supper-time, and returning to our hotel, recruited ourselves with good cheer, to enable

enable us to pass the night with more comfort in the boat, and then re-embarking continued our journey during the night. The next evening we arrived at Challons, that lies 76 French leagues to the south-east from Paris, and 24 from Lyons.

Taking coach, we passed thro' Burgundy and found a delightful country, a clear sky and lively inhabitants, who were frequently formed into parties, and to the tune of a pipe or violin, *Drove care from their society.*

It is highly entertaining to see the various inventions these happy people find out to amuse themselves; when tired they sit down on the grass, and regale with their cold collations in the most perfect tranquillity 'till the dusk of the evening, then retire home, singing, dancing, and capering.

C H A P.

C H A P. XVIII.

The Author finds himself in Paris. His observations on a few circumstances.

AFTER three days pleasant journey, we arrived at the city of Paris, and taking leave of the knight, who pursued his journey, I put up at the hotel D'Angleterre, *Ruë Mont Martre*.

Here were several Swiss gentlemen, besides English travellers, where finding a society that was far from being expensive, gave us opportunities to observe the city, as if lodged in

in the more brilliant hotels: for I am far from being of opinion, that the more magnificently you travel, the more information a traveller will acquire: in some few cases this may be true; but to judge of men and manners, I prefer the situation of mediocrity; for a pedestrian that travels on foot across a country, can certainly give a truer account of it than a traveller cooped up in a close carriage, who to complete his observations has recourse to the remarks of authors, *who probably wore spectacles*; but let every traveller be independent enough to see with his own eyes, and to form opinions from his own observations.

I here fortunately became acquainted with a Mr. Grey, a Yorkshire gentleman, an officer in the 14th regiment of foot; he had resided some time at Paris, and perfectly understood
French

French, whereby we were as much at home,
(as the saying is) as in our own country.

Paris is not so large as London, but has the superiority of exhibiting its beauties to greater advantage from the clearness of its atmosphere. A description of the particular beauties and curiosities of this gay and extensive capital, has so frequently been given by the most accurate authors, that a repetition must appear intrusive tautology; but in justice to the French must add, that one of our excursions was to view the *hospital des invalides*, built by Louis the 14th, to receive superannuated foldiers. This building is at a small distance from the city, on the south banks of the Seine, and in its size and exterior appearance, does honour to the charitable design of its institution.

On entering the gates we were accosted by the major on guard, who politely offered to accompany us to shew the apartments and interior conveniences of the hospital. As he

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spoke

spoke very good English, he informed us he was a native of England, but by the fluctuation of British politics, had risen to a considerable rank in the French service.

It was before dinner, and in shewing us the kitchens, we observed several spits loaded with good beef, when the major observed "gentlemen, this is for the dinner of the invalids, and must convince you of the illiberality of supposing we are fed with frogs." The hall where the veterans assembled to dinner was extensive, well furnished, and adorned with paintings representing the battles of France. Their bedrooms were in neatness and size sufficient to attract the particular notice of Englishmen, and thereby to instil a belief, that if the French have the ambition to attempt conquests, they have also the gratitude to reward their men. The chapel of this hospital is remarkably magnificent, particularly the dome. Here they assemble to adore their Creator, and frequently have the satisfaction to see their King kneeling and joining in the worship.

Mentioning

Mentioning their invalid soldiers, it may not be improper to remark, that the character of a soldier in France is more respected than the soldier in England. This proceeds from a different policy in their government, and from the different manner of enlisting; for if a soldier enlists in France, he is not a military slave for life, but serves only a certain number of years, in a similar method to the keeping up a militia. On this account most of their peasants have been soldiers, and in their old age, take a pleasure in boasting *they have served their King*.

In England, the commercial and narrow speculation of the day denies even a comfortable support, *to the very men that are necessary for its defence*; though the price of provisions and every article encreases, *the pay of the soldier or sailor receives little or no addition*; and as a crown to his misfortune, when enlisted, he enlists *per secula seculorum*.

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I am far from hinting that this treatment is corresponding to the generous character of Britons : but one half of the world not knowing how the other half are used, is one reason that prevents redress ; and the burthen of *an immoderate national debt*, the other. I glory in the prosperity of my country, but those times are lavishly depraved, and that man a coward, who conceals sentiments that may either remedy or point out abuse.

The enthusiasm of an Englishman on his first arrival in France, is to astonish the natives by the brilliancy of his suite, or to make his imaginary superiority be conspicuous in the eccentricity of his actions. The scene I happened to be present at, in a frolic, called to mind this remark : For some English and Irish gentlemen having dined sociably together, and in company with some French officers, embraced the opportunity of sacrificing to Bacchus, with burgundy and champaigne. One of the French officers informed the company, his uncle the admiral gave a ball that evening ;

evening ; and it was resolved to decamp, and beat up the admiral's quarters. On the arrival of this Bacchanalian troop at his hotel, the ball was almost over ; when several of the company coming away in all the elegance of dress, were intercepted by our troop, and the gentlemen in receiving our compliments, handed from one to another, to the total derangement of their swords and apparel. One of the Englishmen, more inspired than the rest, said, as he had sallied forth, he was resolved to shew these *frog-eaters* what *Britons could do*. And as the coaches rattled along the street, attempted by catching hold of the spokes of the wheel to stop them. This failing of success, he told an Irish gentleman, that he certainly would convince them *Britons were invulnerable*, as he would throw himself under a coach, and let the wheels pass over him. The Irishman replied, he never knew the actions of his countrymen to be inferior to any nation in the world, and would willingly follow the example. Unluckily at this moment, a coach rattling by, they

threw themselves across the street, and the wheels passing over, broke the leg of the Englishman, and bruised the knee of the Irish gentleman.

The more sober part of the company put the unfortunate sufferers into carriages, who, to complete the adventure, cried out, "Put us together, my boys, in the same carriage, for such patriotic heroes ought never to be separated." Their wish was complied with, and in a triumph surpassing Alexander's, were conveyed to their hotel, amidst an innumerable and astonished multitude.

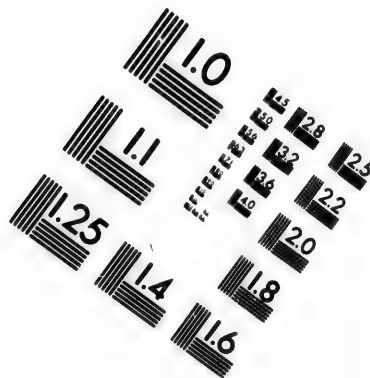
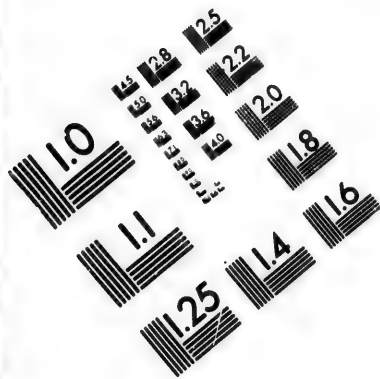
The Bastile at this time was standing, and as it has since met with its deserved fate, thereby disarms the pen of criticism; yet leaves an example, *that these political Hydra's are not commenced by the laying of the first stone, but are begun when apathy and inattention, silently connive at the undermining of Magna Charta.* The first stone of an English bastile was never seriously laid, but it was attempted
by

by the violation of liberty on the person of Mr. Wilkes.

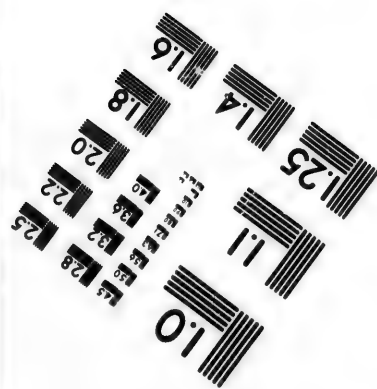
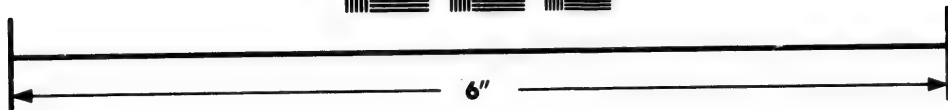
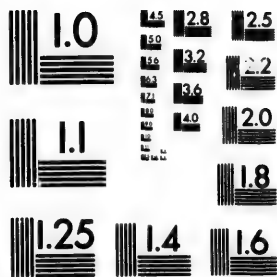
My finances being nearly exhausted, and not having draughts on any of the Paris bankers, who, for what I know, may be very worthy and obliging men: I therefore deposited my remaining louis d'ors for a place in the conveyance to London. My friend lieutenant Grey, hearing of my intended departure, entered my room, and obligingly offered to lend me any sum. I thanked him for his kind offer, and told him as I had taken my place, it was necessary I should leave Paris, when taking leave, set off the middle of September in the coach for Calais, being furnished with a passport. Passing through Picardy, by way of Chantilly, Beauvais, Amiens and Abbeville, on the second evening arrived at Boulogne Sur Mer; where there being no packet-boat ready to cross, we remained the night at a good hotel, finding excellent cheer and agreeable company.

A rich





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A rich Jew and his *Chere Amie*, had accompanied the coach from Paris, and not being insensible of her charms, my attentions were baffled by the vigilance of the Hebrew, until the spaciousness of our hotel gave a further scope to invention ; and observing that Moses had deposited his portmanteau in a small room, which he frequently visited, I gained over the waiter, who *en passant*, during one of these visits, *locked him up* ; and during his confinement, I made an agreeable excursion to view the citadel, in company with his Dulcinea.

The enraged Jew was soon after released, and apparently appeased by the apologies of the waiter, who declared his innocence in not knowing he was in the room, and which being at a distance, prevented his being heard.

The next morning we set off for Calais, where we arrived before dinner. It was here necessary to renew the passports, and on receiving a fresh one from the *Commis*, he could not help exclaiming, Monsieur, you receive
this

this from *La plus grande Monarque du monde*; I told him I begged leave to differ in opinion, and returning to my hotel, found the Hebrew had shifted his quarters, not choosing to be again locked up. However, we embarked in the same packet-boat, and soon after landed at Dover. The Jew secretly owed me a grudge, for my baggage undergoing a strict examination, I found I was obliged for this favour to the kind hints of Moses. Passing through Canterbury, I arrived in London, and took my passage in a merchantship bound to Dublin.

C H A P. XIX.

Touches at the islands of Scilly. Arrives in Dublin, and commences captain. Joins an equipment, and is again converted into a midshipman.

ON the passage we touched at the islands of Scilly, a cluster of small islands that lie nine or ten leagues to the westward of the land's-end of England. Here a few harbours afford good shelter to vessels bound up the English or Irish channels, that during contrary winds are glad to find anchorage. Saint Mary's is the principal island, having a small town of the same name, built near the sea.

Near this town on a hill, is the only fortification of these islands, called Star Fort, mounting a few pieces of cannon, and garrisoned

soned by some invalids, who serve as a sufficient protection to a spot that nature, by innumerable rocks, has rendered almost inaccessible. At a short distance to the westward, is the island of Saint Agnes, on which an excellent light-house is built; from this island, towards the southwest, extend ranges of rocks as far as the eye can reach, that every year prove fatal to many vessels; here sir Cloudesley Shovel and four line of battle ships were totally lost on their return from the Mediterranean. in the year 1702, on the night of the 22d of October.

From these islands we steered to the northward with a fresh gale, and having entered the Irish channel, shaped our course along the banks that extend from Wexford to the bay of Dublin. The 20th of October, in the middle of the night, it blew strong, when the sailors suddenly cried out, we were near the land; this was actually the case, and seeing the lights on Wicklow-head, we perceived the tide had carried the ship within the banks.

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The captain with great presence of mind, directing the proper course to be steered, we thereby fortunately got safe out into the channel, passing between two sand-banks, called the India-bank, and Codling-ridge; the following day we fortunately gained the bay of Dublin, and anchored in the harbour.

The spring of the year 1787, I met an old shipmate with whom I had served the latter part of the war in the West Indies. Being on the eve of departure for London, to purchase a yacht for Dudley Loftus, Esq; of Killyon, I was invited to join the party. On our arrival in London, we visited the docks, and soon found a vessel that answered the purpose. She was a brig of about one hundred and thirty tons burthen, and as the chief part of her equipment was entrusted to me, I was appointed captain, and soon converted her into a ship carrying eight carriage guns, with cabins, &c. elegantly fitted up.

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The Mercury being ready for sea, we weighed anchor from the Thames, and having doubled the North Foreland, anchored in the Downs the latter end of June. As all vessels (excepting colliers) are accustomed to take pilots in sailing up or down the Thames, I had the satisfaction to have a Mr. Fletcher for our pilot, a man much esteemed by the Irish captains. On his departure I took charge of the ship from the Downs, and proceeded down the English channel.

The 12th of July, being off the Isle of Wight, it began to look black to the westward, and the wind shifting more a-head, I bore away for Spithead, where we were scarcely arrived, when it blew a gale of wind from the W. N. W. this continued near a fortnight, when weighing anchor, steered down channel.

Mr. Keily, a lieutenant of marines, was kindly received on board by Mr. Loftus, as a passenger to Dublin, and being an acquaintance of my old shipmate, who in the Irish metropolis

metropolis was universally known by the name the *bold Captain*; they together formed an undermining plot to supplant me in the esteem of Mr. Loftus, whose friendship I had always endeavoured to deserve by an attention to his ship and property. There lay the cause of contention; for attention to protect the property of a young man, is an unpardonable fault in the eyes of the unprincipled. The chief mate, (one Lewis) I had, on a recommendation, taken from a starving condition, and finding him to be a presuming and ignorant fellow, I therefore kept him at a proper distance; when during a fine night, having doubled the land's end, and steering up the Irish channel, I was accosted by Mr. Keily, who said he wished in the most friendly manner to advise a more gentle behaviour to the mate, as he was beloved by the men. I thanked him for his information, which I knew to be a d——ned lie, and seeing most of my men on the quarter-deck, asked them if the mate was their particular favourite, or if my conduct displeased them. One Brown

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an Englishman, answering for the rest, declared, he never could hope for better usage than he had received under my command, and as for the mate, he was the greatest rascal they had ever met with.

I knew this would have been their answer, and turning to Keily, requested, whenever he presumed to give me advice, that it should be on a better foundation. This was a broadside to the confederacy, and approaching Dublin, had occasion to mention to Keily some well known anecdotes, that did not much reflect to his honour or honesty; and I confirmed my information by an assurance, that I should kick him wherever he could be met with.

On my arrival in Dublin, I gave up the command of the ship, not choosing to separate a connection that probably in the end did not prove *quite advantageous* to Mr. Loftus; and the Mercury after one cruize was sent to London to be fold.

The

The unsettled state of Holland at this time occasioned the equipment of a considerable armament, in the latter part of the year 1787, and returning to London, I joined the *Colossus* 74, commanded by captain Hugh Cloberry Christian; she was a new ship, and lay at Long Reach in the river Thames.

From a Captain, I was now metamorphosed once more to a midshipman, hoping if hostilities commenced, to receive that promotion I looked up to as my right. Captain Christian has ever been distinguished as a brave and experienced officer, and while on the coast of America, the following beautiful lines were wrote by a lady on the back of an introduction for a young gentleman to present to him :

“ Go youth belov’d, with generous ardour prove,
 “ The laws of honour, and thy country’s love ;
 “ Warm’d with that zeal may every action glow,
 “ Friend to her friend, vindictive to her foe ;
 “ Learn the brave art which guards her chalky shore,
 “ And gain the fame that Vernon did before.

The

The inhabitants of the cock-pit I found consisted of a motley crew, some young, others old, a few gentlemen, and many black guards; however it was necessary to undergo this *scene of purgatory*, as it might open to that preferment I had some right to expect from my former service.

Having compleated our ship's company of 600 men, the *Colossus* proceeded to the Downs and thence to Spithead, where we compleated a fleet of 18 sail of the line.

The hopes of promotion had drawn together many of the *unfortunate midshipmen*, but as the attention of the sublimer optics of government are directed to greater objects, it is no wonder they were not observed; and the affairs of Holland being settled to the satisfaction of Great Britain, the ships were ordered to remain as guard-ships in their respective ports.

At this time I found lieutenant Keily was then at Portsmouth, I accordingly waited on him, and issuing from the mess-room, flustered with wine, he told me he guessed the meaning of my visit, and was ready to grant me any satisfaction. I informed him this was all I wanted, and soon after sent him a challenge, mentioning the time and place. He requested an interview, where he made every concession, by explaining away those circumstances that had attracted my attention. On a late visit to Portsmouth, I found he had been expelled the corps, and sells snuff by retail in some lane of the metropolis.

I remained on board as midshipman from September 1777, 'till March 1788, and having more than completed my midshipman's time, and by the final arrangement of peace, seeing all doors of promotion shut, had no reason or inclination to learn the *polite accomplishments of a guard-ship's cockpit*; where divided into parties, are too frequently kept up those national animosities that still subsist under the banner

ner of ignorance ; and also the *no rank*, that distinguishes the unfortunate corps of midshipmen, can create little or no respect from the motley inhabitants of Golport, Portsmouth, Plymouth, &c. or scarcely common civility from their superior officers.

I had entered into his Majesty's naval service, not as a slave, doomed to be a *stepping-stone to promote any order of men* ; but as a gentleman, that from the fairness of his character during service, might reasonably look up to some reward.

Soon after the probability of peace was established, I bid adieu to the great Colossus, and from Portsmouth passing through Bath and Bristol, arrived at Milford Haven, where I embarked, and soon after arrived in my native country, placing any disappointment in promotion to the account used by every Frenchman, viz. *la fortune de la guerre*.

C H A P.

C H A P. XX.

*In the interval of peace the Author turns
philosopher, and retires to Wales.*

FAMILIES, like states, are subject to revolutions, and mine having in some degree experienced the truth of this remark, and being unemployed by the inactivity of peace, or in the merchants service, resolved to cross the channel into Wales, and to enjoy the *otium cum dignitate* of independence, on an income not exceeding that of a Welsh curacy. I therefore repaired to the marine hotel, and in company with a brother officer enjoyed a few bottles of wine, that contributed to sooth the idea of leaving Ireland.

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I soon after arrived in Anglesea, and in a strange country was obliged to have recourse to that philosophy, which in teaching patience, enables one by degrees to form an opinion of the people and their manners; and accidentally meeting an Irish lieutenant of marines, (who after many years service during the last war, had resided here for some time, on the *enormous income of thirty pounds per annum*) I not only received much entertainment from the pleasure of his acquaintance, but several local hints that were the result of experience.

He did not keep his phaeton or hunters, but enjoyed that respect, every real gentleman must possess, who can be sufficient philosopher to respect his own character, and pay a proper attention to that of his neighbours. This gentleman was brother to an officer, who, when I was at Jamaica, enjoyed the rank of lieutenant of a man of war, and the love and esteem of all who knew him. On enquiry, I found he had received the *coup de grace* from his country; for though the chief
command

command of the Du Guay Trouin sloop of war, of sixteen guns, had been entrusted almost entirely to him during war, yet not being confirmed in his commission as lieutenant, he broke his heart, and thus evaded the farther persecution of *avaricious and unnecessary ingratitude*.

Where an individual, as myself, knows many similar examples, how many hundred dozen must appear through the nation, who have thus fallen victims to neglect and a policy that honour cannot countenance; and if the commencement of a war is ushered in, with *rule Britannia*, and *Britons strike home*, there certainly ought, at its conclusion, to be *poet laureats of doleful countenances*, singing and composing *funeral dirges*, *elegies*, and *mournful ditties*, that contributing to sooth the direful events of the war, at the same time signify *no farther rewards are granted at the treasury*, and that sufficient payment for industry and military ardour lie open in the *uncultivated regions of North America*, and *Botany-Bay*.

One

One of these poet laureats of the order of doleful countenance, perhaps, (like the emissaries of the Parisian police) being employed under the rose, to sooth the feelings of neglected officers, attempted some elegiac strains of doleful composition, and like a man receiving a push in cart, I returned it in tierce, and thus answered him.

When erst Apollo's Heavenly lyre
First founded on the plain,
It joy and wonder did inspire
To the Arcadian swain.

What homage then to Stultus great
Should we in duty pay,
Who e'en to please us—racks his pate
For verses—night and day.

Come then Hibernians, found the praise
Of him your pride and poet;
Snatch from Apollo's brow the bays,
And to great Stult bestow it.

The island I had now repaired to has for many ages been an asylum ; for in its internal regulations

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regulations it is peaceable, and being separated by a channel from the lofty range of the Carnarvonshire mountains, was in former days less subject to the inroads of attack, and possessing many advantages from cheapness and retirement, has been of late years, together with other parts of Wales, much resorted to by Irish families, who in leaving the flesh pots of their country, leave that hospitality few other countries can boast of.

Anglesea is in general flat, with a light soil, that produces plenty of oats and barley, of which the chief part of their bread is composed; also their ale, which in the Welsh language is called *Czerw*: and though what is met with in Dublin, under the name of Welsh-ale, is strong, clear, and good, yet the ale commonly used through North Wales is very bad, except what is brewed at a few gentlemen's houses.

This probably proceeds from the malt being badly prepared, as the barley itself is
good

good; wheat is seldom sown, and the short browlings of their grass feeds considerable herds of small black-cattle, that are purchased by drovers, and sent annually into England. The horses are small and hardy, but neither remarkable for beauty or as hunters. Mutton is the chief meat used, and is as remarkable for its smallness as delicacy; besides, abundance of all kinds of game, that afford amusement to the hunter, and luxury to the table.

The natives, in common with the other Welsh, are descendants of the ancient Britons, preserving their language, and are fond of boasting they were never conquered; but for what reason I could never learn, as Anglesea was compleatly ravaged by the Romans under Suetonius, and the entire principality of Wales, in spite of its mountains and recesses, harraressed and subdued by the English.

They are of the Protestant church, though either from their obstinacy, or neglect of their

M m

pastors.

pastors, many of them are of the persuasion of Methodism. The service of the church is performed in Welsh (with a few exceptions in the principal towns, frequented by the English,) and has contributed to the preservation of their language that is guttural, resembling the Erse, and in many words the old Irish; thereby leaving a strong proof of their having the same origin.

No people can be more hospitable than the Welsh gentlemen, but the lower ranks have a rooted aversion to all people but themselves, even to their English and Irish neighbours; and though this prejudice may lie concealed for some time, it is sure to break out on every opportunity that gives room for advantage or partiality.

The houses of the lower ranks have a better appearance than those of Ireland, being built of lime and stone, slated, but are not more comfortable within; as a cabin with mud walls, and well thatched, is a comfortable

fortable lodging; and though in Ireland the common people use scarce any flesh-meat, yet in general, they have abundance of milk, potatoes and butter.

An addition to their comforts in regard to morality, good cloathing, and diet, certainly calls loud for the attention of the Irish landlords, who bluster and riot in England; where the ridicule attending them, is too frequently accompanied with the true and severe remark, Why don't these people stay at home, or surely their tenantry must be under a celestial jurisdiction, thus to permit the everlasting absence of their landlords. It certainly is a celestial jurisdiction!! where a griping wretch of an overseer too frequently keeps the peasants in a state of terrestrial purgatory, that if not alleviated in this world, we ought charitably to hope will receive relief in the world to come. Pretty arguments for men who boast of the privileges of Magna Charta!

Anglesea

Anglesea has but trifling commerce, except the importation and exportation of passengers, and in this a smart trade is carried on by his Majesty's packets between Dublin and Holly-head.

Many druidical antiquities are on this island ; these chiefly consist in rude large stones, laid across, and forming an altar where human victims were sacrificed ; others resemble mounds or places of burial, and some have the appearance where probably their groves and places of worship once stood. Many vestiges remain of the foundations of houses in a circular form, and are called *Cottear Gweydelod*, signifying the houses of hunters, or Irish. These are generally in a group together, and are supposed to have been erected on the clearest and most favourable spots before the island was cleared of woods ; for though at present scarce a tree is to be seen, yet the natives relate from record, that Anglesea was formerly called the *dark island*, from the dusky appearance of its woods. The most
beautiful

beautiful parts of the island lie along the Menai (that separates Anglesea from Carnarvonshire) and the country round Beaumaris, which is a small neat town built near the sea, and is the chief town of the island. Near here is Baron-hill, the seat of lord Bulkeley.

From Anglesea to Carnarvonshire, the communication is by two ferries, one near Bangor, called Borth ferry, where the mail and passengers cross on their journey to and from Ireland; the other is opposite the town of Carnarvon; this ferry, when the tide is in, is considerably broad, but rendered dangerous by sand banks. Not long since, the ferry-boat was crossing to Carnarvon with near forty people going to market; as the tide was going out, they were left aground on a sand-bank near half way over, and as they expected to get afloat on the return of the tide, were not alarmed at their situation, till the water beginning to flow, found the boat instead of rising, kept settling in the sand, and was beat over by the waves; in this situation they endeavoured, by getting on

on the sand, to lighten the boat, and if possible to lift her afloat; unfortunately their efforts was useless, and the tide rising, presented a certainty on their melancholy fate. Their cries were heard at Carnarvon, but no assistance could be attempted, and they all perished except one person. On an excursion from Anglesea I crossed this ferry, and arrived at Carnarvon.

A modern Welsh writer of great ability, in speaking of Carnarvon, says. "This town is justly the boast of North Wales, for the beauty of its situation, goodness of the buildings, regularity of the plan, and above all for the grandeur of the castle, the most magnificent badge of our subjection." I am far from blaming the favourable description any man gives of his country; but must remark, that though the situation of Carnarvon is certainly very beautiful, yet the regularity of its plan, and the goodness of its buildings, admit not the smallest compliment from any person who has seen the smaller towns of England.

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The castle, from the strength of the construction, the boldness of its plan, together with its situation, deserves the attention of the traveller; and having been built by Edward I. is a monument that confirms the conquest of this country. It was built in the year 1283 by the labour of the Welsh peasants, and at the expence of their gentry. The entrance is through a large gate, over which is a statue of the founder, holding a dagger. The interior part lies in a state of unfurnished neglect. However the apartment where the first English prince of Wales was born is always an object of curiosity: this is in the principal tower, called the Eagle's Tower, and from its small dimensions and darkness is a proof how little in those days convenience was consulted, as in a space scarce twelve feet long, and eight broad, the queen of Edward I. lay in, and gave a prince to the conquered Brittons.

The views from the tops of the towers are at once beautiful, extensive, and romantic;
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to the north-west is the Irish channel; to the north lies Anglesea, with the Menai winding majestically through shores enriched with beautiful plantations; to the south-east rise the lofty range of Carnarvonshire mountains, overtopped by Snowdon, forming altogether an enchanting prospect. The communication by vessels with Dublin, renders Carnarvon both a convenient and agreeable place of residence.

Though Carnarvon lies near the sea, its trade is very inconsiderable, employing a few sloops in carrying slates or bark, principally to Ireland; for no manufactures are established here, and confines their commerce to the exportation of its natural produce.

From Carnarvon I visited the town of Pwllheli, 18 miles distant, and finding an old school-fellow, John Hughes, Esq. of Trevan, met the kindest reception at his house. One of his estates lay in Merionethshire, and on

our way visited the small town and castle of Crickaeth; the ruins of this castle are on the summit of a high hill that projects into the sea; and from its situation, had formerly been a place of great strength, being encreased in size by Edward I. who, to secure the conquest of Wales, seems not to have been inattentive to maintaining the strong holds, as he appointed one William De Leybourn to be constable, with a salary of a hundred pounds a year, for which he was to maintain a garrison of 30 stout men, (ten of whom were to be cross-bow men) one chaplain, one surgeon, one carpenter, and one mason; which extract serves to give an idea how considerably farther a hundred pounds could go in those days, than at present.

From thence we passed by Stymilyn, the seat of — Wynne. Esq. major of the Carnarvonshire militia. Travelling through a rugged country, in many places beautified with glens, well planted with oaks, and crossing an extensive sand at low water, we arrived at my

N n

friend's

friend's seat at Havodgregog in Merionethshire. The appearance of Merionethshire at a distance from the cragged appearance of its mountains promised neither beauty or cultivation, till approaching Havodgregog, opened by degrees an unexpected and luxuriant prospect of a vale situated between the loftiest mountains, and presenting the most romantic beauties of nature, heightened by cultivation; a small river glided through the meadows, and on an eminence, that commanded an extensive view, stood the ancient mansion.

I had during my peregrinations seen many romantic scenes, but Havodgregog seemed as if placed by nature in a distant and unfrequented situation, to excite, when viewed, the greater admiration; and inspired the dull effort of my pen in the following lines:

After a chase by wild ambition sent,
 The world's four quarters rang'd in war's alarms;
 To cheer the drooping heart is Havod lent,
 Whose friendly shelter every bosom warms.

Then

Then blest be Havod until Snowden's height-
Shall, when no more, lie levell'd with the plain ;
May Havod ever be the Hughes's right,
And friendship ever at her Havod reign.

The friendships of old acquaintance or school-fellows are not only pleasing, but serve to create a good opinion of mankind in general, which an universal knowledge of the world is but too apt to destroy. When after a fortnight thus agreeably spent, I returned towards Snowden, and from its summit beheld an extensive prospect bounded to the westward by the mountains of Wicklow and Wexford, rising from the horizon, 80 miles distant across the Irish channel. The island of Anglesea appears almost underneath, and seems by its low situation silently to pay homage to the height of Snowden, where formerly the armies of the Welsh princes often encamped, and with the spirit of the natives, contributed by its advantageous situation to protract that conquest, which the superiour numbers of the English with difficulty effected. The top of Snowden is covered with snow in the middle of July, and

Then

and when the wind blows from the eastward, sweeps Anglesea with a keen cutting breeze.

From hence I proceeded to Bangor, a small town, though a bishop's see, and beautifully situated at a small distance from the sea that separates Beaumaris and Anglesea from Carnarvonshire. These excursions gave me an opportunity of judging of the manners and population of the country, and though the number of inhabitants of Wales are computed at three hundred thousand, I imagine it far exceeds that calculation.

I had chosen for my place of residence in Anglesea a retired spot near an arm of the sea, where fishing in summer, and shooting in the winter seasons, chiefly employed my time, except when the various scenes related by travellers, by partly coinciding with my vicissitudes of fortune, convinced me that *all the world's a stage*.

C H A P. XXI.

Leaves Wales, and having passed the examination for lieutenant of a man of war, joins the Nootka Sound armament, and sails in the Ardent 64 for the West-Indies.

THOUGH I had hitherto not met with the most sanguine success, I resolved whenever occasion offered to go abroad in the service of my country; and as the unsettled state of politics required the equipment of an armament, the beginning of the summer of 1790, I prepared to leave Wales, and was soon on the road to London, having near three hundred miles to travel, and encumbered with the immense sum of two guineas to defray expences; but I referred to the moral of an excellent old song, that declares, *a light heart, and a thin pair*

pair of br—h—s, goes through the world; and therefore braved the difficulties of the journey.

Leaving the island of Anglesea, I passed through Bangor, and thence arrived at the foot of the celebrated mountain of Pen-man-mawr, that recalled to memory the lines of my countryman, Dean Swift, whose mode of travelling these parts I now followed; for before the ascent of the road there stood a small ale-house, which being favoured by the Dean's call, was celebrated several years afterward for the following lines (wrote on the sign,) composed by the Dean:

Before you try this hill to pass,
Be sure to take a hearty glass;

an advice that was very applicable to the fatigue necessary for a pedestrian before he could attain the top; for no other spot could be found so convenient for a road from Chester to Holyhead, leading through those British Alps, than this, which is scooped through the almost perpendicular side of Pen-man-mawr, and

and secured by arches, formed under the highest part of the road, from whence a spectator not only has a view of the sea towards Liverpool and Parkgate, with several promontories that heighten the grandeur of the prospect, but is also surprized at the seeming danger of his situation, where the foot of an immense precipice directly under, is washed by the impetuous dashings of the waves, and on looking up, he beholds the cragged summit of the mountain, threatening destruction by the numerous large stones that are in appearance slightly held from falling. Frequently this happens, particularly in frost and snow, when the crevices and lodgements of those stones are penetrated and loosened. But this was the lightest inconvenience, when compared to the risque in former years, (before the road was secured by a wall) of horses and carriages being precipitated down the precipice, and dashed to pieces. These accidents have happened, and by engaging the attention of the public, has occasioned the present improved state of a road, whereby

whereby is the great connection between the two kingdoms.

Descending this height, an ale-house stood at the bottom, where its sign had the following verse, composed by the Dean :

Another glass take, now you're over,
Your drooping spirits to recover.

Passing over Penman-bach, I reached Conway, that at a distance has a very beautiful appearance from its situation on the side of a hill, rising from a river, that at high-water is near a mile broad. It is surrounded with a wall, and entering through a large gate, was surprized to find the streets and buildings extremely rugged and irregular.

The castle of Conway is particularly magnificent, and deserves that praise the fortifications encompassing the town by no means merit.

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The tide flows a considerable height up the river Conway, and brings sloops and other small vessels almost as high as Llanrwst. One of the principal ferries in north Wales is here, that being exposed to northerly winds and shoals, has frequently made travellers prefer the road to London through Shrewsbury, as they avoid this ferry by passing at Llanrwst, over the famous bridge built there by Inigo Jones.

From Conway I proceeded towards St. Asaph's and the middle of May reached the city of Chester, from whence I passed on, and arrived in London on the 22d. As the fleet was equipping with every dispatch, I determined to join it after passing my examination for a lieutenant; I therefore gave in my name at the admiralty, and as the examination takes place the first Tuesday in each month, had but a short time to prepare, and after providing proper uniform, and consulting the theories of the best books of navigation, at length, on the beginning

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The

ning of June, approached the awful place of trial, at the new buildings of Somerset-house. I here joined in the hall an immense crowd of the unfortunate tribe of midshipmen, that being ready for examination, were allured by hope of promotion, to assemble from all quarters, and in the hour of danger to stand forth in the service of their country. In this crowd I perceived an old school-fellow, and while the first on the list were examining, we chatted over former times, with now and then a glance at our present situation; happening to be near each other on the list, were called up, and being flushed by coming off with flying colours, adjourned to a neighbouring tavern, where, congratulating on our good fortune, we settled the plan for our future operations.

A reader unacquainted with the hidden mysteries of naval matters, might suppose, having passed the examination, that we were now on the list of lieutenants, and entitled to receive that pay our former service demanded

manded;—no such thing;—about thirteen hundred had passed the same examination since the peace, and as a prospect of promotion now lay open from the preparation of the present armament, out of this number about an hundred only were to be confirmed, and the rest, on being dismissed with the scripture verse, *many are called, but few are chosen*, were to be amply provided for, by midshipman's half pay, viz. *nothing per day, and to find themselves*.

As the superiority of the British navy has been chiefly indebted to the experience of its officers, arising from the time of service necessary for a midshipman to serve, before he can attempt passing for a lieutenant, it may not be uninteresting to remark the time required, and the steps necessary for passing. The full time is six years, four of which must be spent in actual service, with the other two years rated on the books of some man of war, on the supposition of acquiring the necessary theory; also two years of this time must be as rated midshipman; and when the
time

time is expired, if the midshipman thinks himself sufficiently prepared for examination, he must then take the following steps: At the admiralty near Charing-cross, a list is kept of those who are to pass the ensuing month, and arranged for priority of examination, according as the names are delivered in.

The journals for the two years of rated midshipman's time are indispensably necessary, which, with the certificates from the different Captains he has served under, are in the mean time lodged in the hands of one of the clerks at the navy office, in Somerset-buildings; who also confirms, by a certificate drawn from the ship's books, the exact time and qualification served in each ship.

When the day arrives, he must attend about 10 o'clock in the morning at the hall, dressed in full uniform and sword, and when called on, goes up to the passing room, leaving his hat and sword with the porter who attends the door. He here finds the passing Captains,
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who from their abilities and experience, are selected on this occasion, and are in general three in number. They desire him to sit down, and being provided with pen and paper, it is expected he shall solve the several rules of the theory of navigation; such as finding the time of high-water; to ascertain the variation of the compass by the Sun's amplitude or azimuth; to find the latitude by meridian or double altitudes; and if he can ascertain the longitude by lunar observations, so much to his credit; he is also supposed to know the calculations by dead reckoning, and thence to find the ship's place, by the rules of Mercator, or middle latitude sailing.

Having proved his knowledge of these heads of theory, he is desired to stand up, when he undergoes a strict examination concerning the working of a ship on all occasions, and by his answers, they form an opinion of his real abilities, and accordingly either sign their names to his passing certificate, or turn him

him back to acquire more information by longer experience.

My friend had promised to join the *Ardent* fitting out at Portsmouth, under the command of captain James Vashon, and having witnessed the bravery of this gentleman the last war, I wished to serve under his command. In the mean time I had received promises of promotion, and following hope, that like a *Jack-o'-the-lantern*, still led me on, arrived at Portsmouth, and had the satisfaction to find my friend and myself appointed master's mates. The *Ardent* had just began to equip; and when ready for sea, in August weighed anchor from Spithead, and sailed round to the Downs, where we completed our ship's company by pressing the crew of a fleet of West India-men that then opportunely arrived. From hence we returned to Spithead, and formed part of a squadron destined for the West Indies.

Spain, by seizing some of our ships in Nootka Sound on the northern coast of America,

rica, had occasioned the fitting out the present armament, that being joined by some Dutch men of war, lay at Spithead under the command of Lord Howe, who hoisted the Union flag on board the Royal Charlotte of 110 guns. Besides the intention of reprisals, this armament was to serve as the means of securing an undisputed right to trade to Nootka Sound, "that after a period of some centuries, might return the most pecuniary advantages to Great Britain."

For the enlightened politics of the present day, widely differed in opinion from a curious and crusty old gentleman, who, on being advised to undertake some measure that would be of use to his posterity, archly replied "he should first be glad to see his posterity do something for him." These are only a few nonsensical ideas of a cock-pit, for those who know the government of a man of war, must be assured, that if a midshipman can hardly view the Captain's cabin without trembling, much less can he attempt forming a proper idea

idea of politics, by daring to pry into the budget of a minister.

Soon after, the Squadron weighed anchor and proceeding down the English channel, consisting of six sail of the line.

Ships.	Guns.	Commanders.
Marlborough,	74,	Admiral Cornish.
Culloden,	74,	
Cumberland,	74,	Captain M'Bride.
Orion,	74,	——— Chamberlayne.
Lion,	64,	——— Finch.
Ardent	64,	——— Vashon.

Crossing the Bay of Biscay, we steered to the south, and directed our course for the island of Madeira. Our ship's company being new and untrained to the discipline of a man of war, gave full employment to the officers, in perfecting them in the use of the great guns; nor did the attention of captain Vashon let slip any opportunity to render his ship fit for action. As the method of firing
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the great guns by locks is not a general practice, I shall observe, that our great guns were fitted with them, and though the seamen were at first displeased at the innovation, yet practice confirming the opinion of their superiority to the match, reconciled them to an invention that has received the approbation of many experienced officers.

Favourable winds soon brought us to Madaira, where we remained a week at anchor before the town of Funchal, and took in a supply of wine for the different ships. This island in latitude, $32^{\circ} 37'$ N. longitude $17^{\circ} 1'$ W. is exceeding high, and presents a beautiful and interesting prospect from the sea, by the verdure of its remaining woods interspersed among the rocks. Formerly this island, when discovered by the Portuguese, was almost covered with wood, from whence it took its present name of Madeira; that word signifying *wood* in the Spanish and Portuguese languages. Its principal produce is wine, which is generally taken in quantities by ships bound to the West or East Indies, as it possesses the peculiar quality of meliorating in a warm climate.

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Weighing

Weighing anchor, the squadron shaped its course to the S. W. and thereby gaining the trade winds, came in sight of the island of Barbadoes, after a pleasant passage of three weeks since we left Madeira. We saw the island in the afternoon, and lying too during the night, made sail the following morning and arrived at Carlisle-Bay, where the squadron anchored.

We found here some forty-gun ships that had brought the 13th regiment from Ireland: for a considerable land force was collecting, in order to co-operate with the men of war in case the conduct of the Spaniards gave occasion for hostility.

Barbadoes lies low, in comparison to most of the islands in the West-Indies; and is exceedingly fruitful in its produce, such as sugar, coffee, rum, fruits, cotton and other articles. A considerable number of troops are constantly stationed here, besides a militia composed of the freemen of the island.

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The chief town is Bridge-town, built near the sea, and bordering on Carlisle-bay; it has a few good streets, and an excellent church. During our stay, the greatest cordiality subsisted between the navy and the army, and I fortunately met with several countrymen and school-fellows, officers in the different regiments.

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An old shipmate, who had passed for lieutenant last war, I found "safe moored" in the possession of an excellent plantation, where I frequently experienced a hearty welcome.

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The natives of this island pride themselves on their superior politeness. For if a Barbadoes negroe is asked.—What island he belongs to? he replies, "Maffa, me neither Crab nor Creole, but true Barbadian born." The women consist of a few whites, some mulattoes, and many negroes.

Our

The

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Our ship's company had frequently the pleasure of their company, and the dance, they were inspired to by some black fiddlers, with plenty of grog, made the sailors forget the strict discipline of a man of war.

In this situation we remained anxious for the arrival of the packets from England, to confirm the certainty of peace or war; and Christmas being at hand, took the advantages of having a fine, though warm climate, with abundance of provision, to celebrate that festival *comme il faut*.

About this time, early one morning, we perceived hundreds of the crew of the Orion 74, jump over board; a thick smoke also breaking out, discovered she had taken fire. The boats of the squadron were dispatched to her assistance, but the bravery and exertion of captain Chamberlyne with some officers, prevented any fatal consequences, by happily extinguishing the fire; which beginning near the boatswain's store-room, might soon have communicated to the magazine.

C H A P.

C H A P. XXII.

The author returns to Europe, and hoping for employment from the aspect of present politics, brings his narrative to a conclusion.

SOON after Christmas, intelligence arrived from England of the confirmation of peace, and the squadron being recalled to England, we weighed anchor the latter end of January 1791, and stretching to the northward, passed the French islands of Martinico, Dominica and Guadaloupe; and about the latitude of the Bermudas, found the variable winds, when steering to the eastward, we directed our course for England.

Though the navigation in the mild climate of the West-Indies, is at this season of the year

year unruffled with storms; yet in approaching the northward, we became liable to meet with heavy western gales from the North American coast, which, according to the condition of ships, or squadrons, renders it necessary to decide what course they should steer for Europe.

For, if a strong and well-equipped ship is desirous of a quick passage, it would then be proper to keep well to the northward of the Azores, or Western-Islands; but, if fearful of storms, the course is safer by steering to the southward of them.

By this consideration having been neglected, the *La Ville de Paris* and many of the fleet foundered in the year 1782, on their return to Europe; for being in some degree leaky, and weakened in their hulls after repeated engagements, were unequal to resist the storms they unfortunately met with.

On

On our passage to Europe, we came in sight of the Western Islands, and thence shaped our course for the English channel. The Orion 74 being a heavy sailer, parted company; and though we took every advantage of the weather, yet she fulfilled the saying, that "the race is not always to the swift," as she arrived in England the first.

At the entrance of the channel, we experienced some heavy gales that separated the squadron; the Ardent being the only ship that accompanied the admiral to Spithead, where we arrived the latter end of February.

The chief part of the immense armament that had been assembled was paid off, and the promotion having taken place, I had the dissatisfaction to find I remained neglected, and unconfirmed; therefore bidding adieu once more to so precarious a service, have now only patiently to await, when time, by its revolution, shall open a happy moment that may prove, "Britain is as just as powerful."

Therefore

Therefore, reader, having taken the trouble to peruse this simple narrative, let what you have read concerning the author, and what opinion he hopes for in your breast, be in some degree influenced by the following couplet:

“ The sword I’ve held—also my pen,
“ And trust I’ll hold my sword again.”

Adieu.

F I N I S.

S, &c.

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